

Figure 6-45: Route 7 Weekday Inbound Ridership by Time of Day

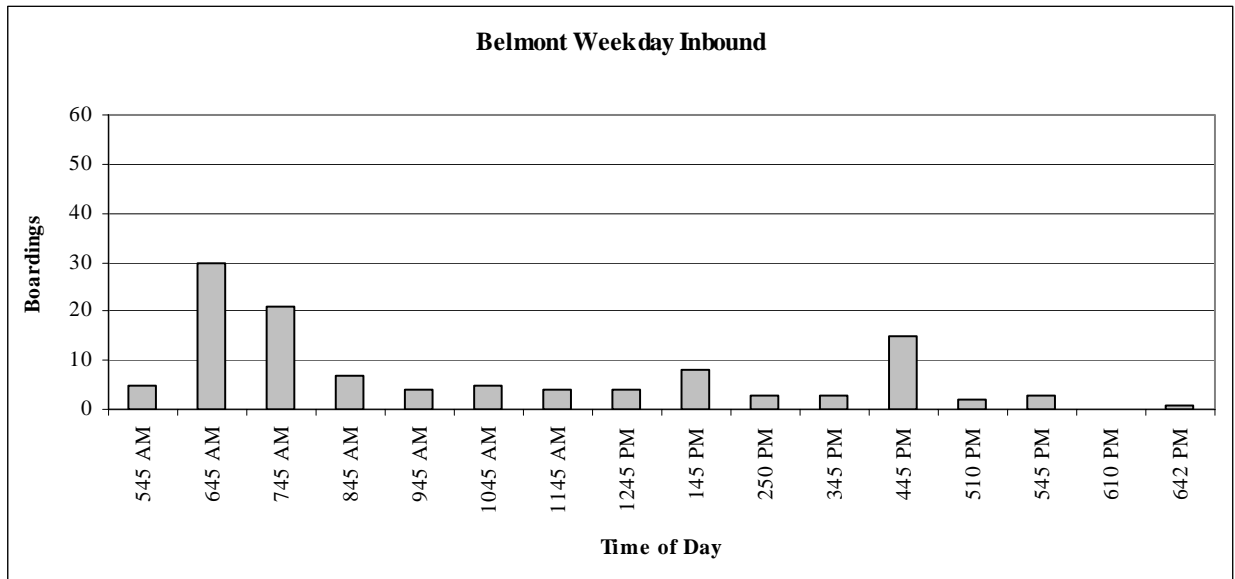
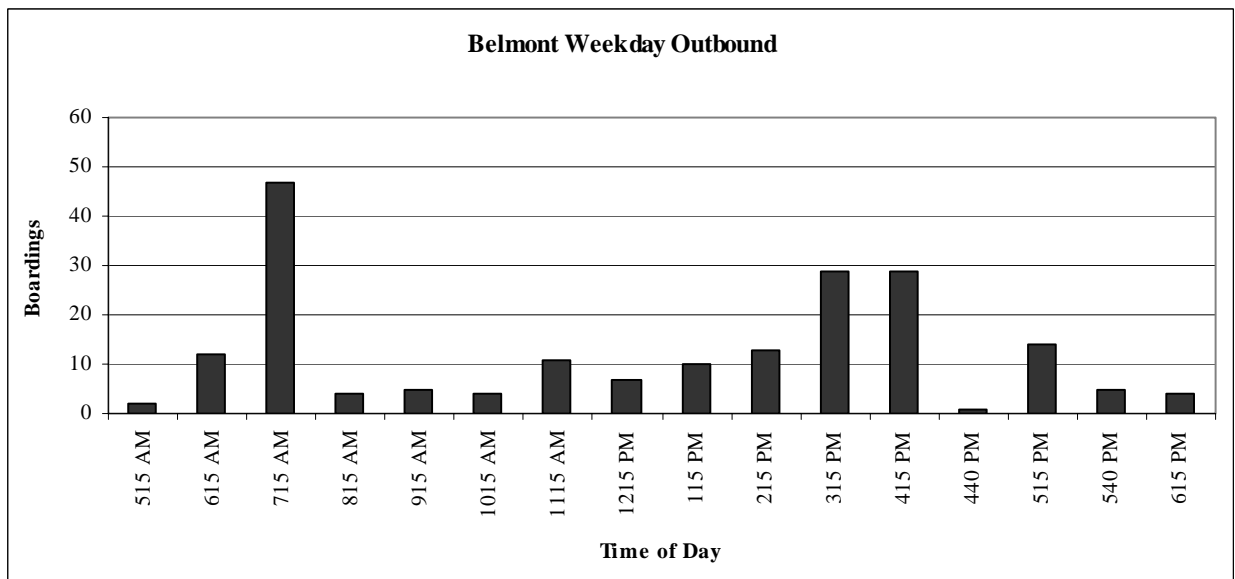


Figure 6-46: Route 7 Weekday Outbound Ridership by Time of Day



Figures 6-47 and 6-48 show the maximum number of people onboard during each run for each direction on Route 7. The largest load occurs in the inbound direction at AM peak, with a lower load spike in the PM peak. In the outbound direction, the highest loads during the PM peak with lower loads during other parts of the day.

Figure 6-47: Route 7 Weekday Inbound Maximum Load by Time of Day

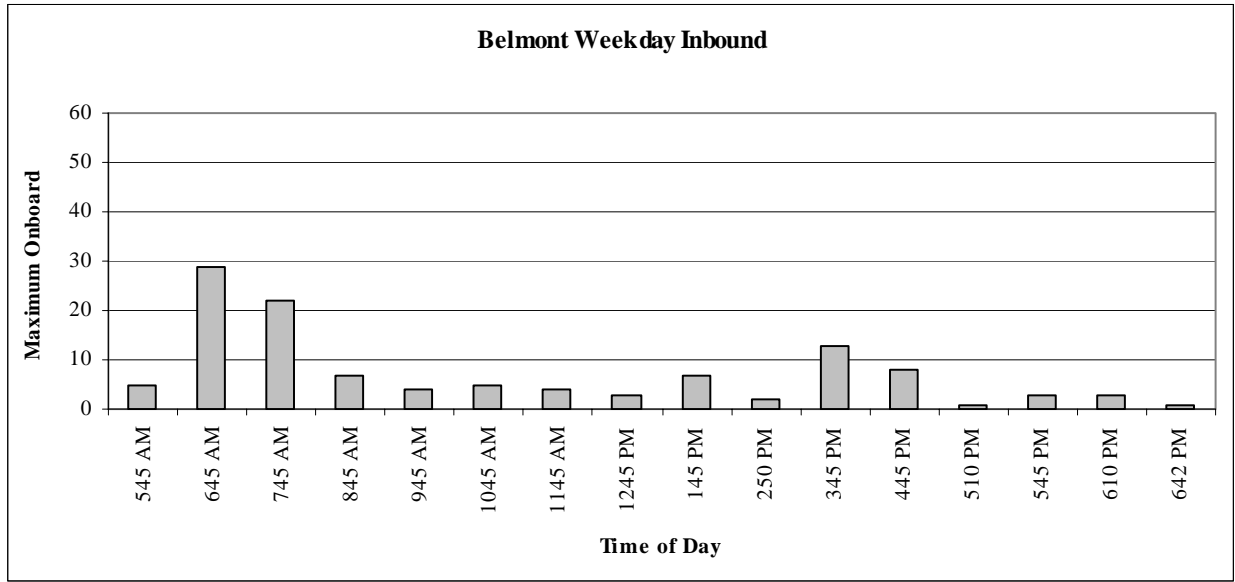


Figure 6-48: Route 7 Weekday Outbound Maximum Load by Time of Day

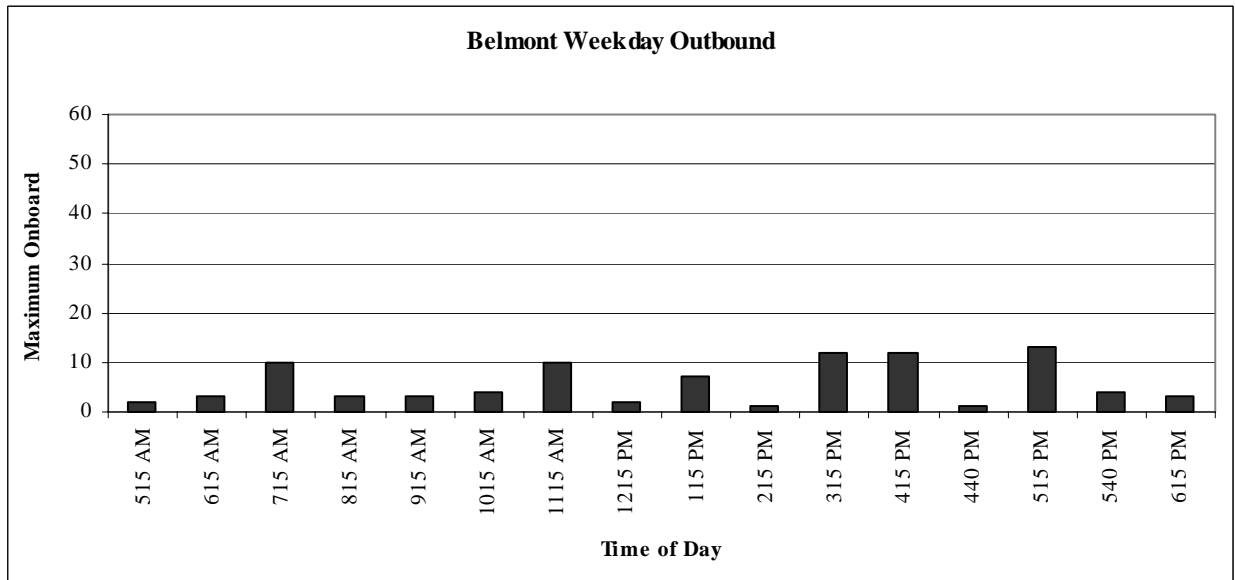
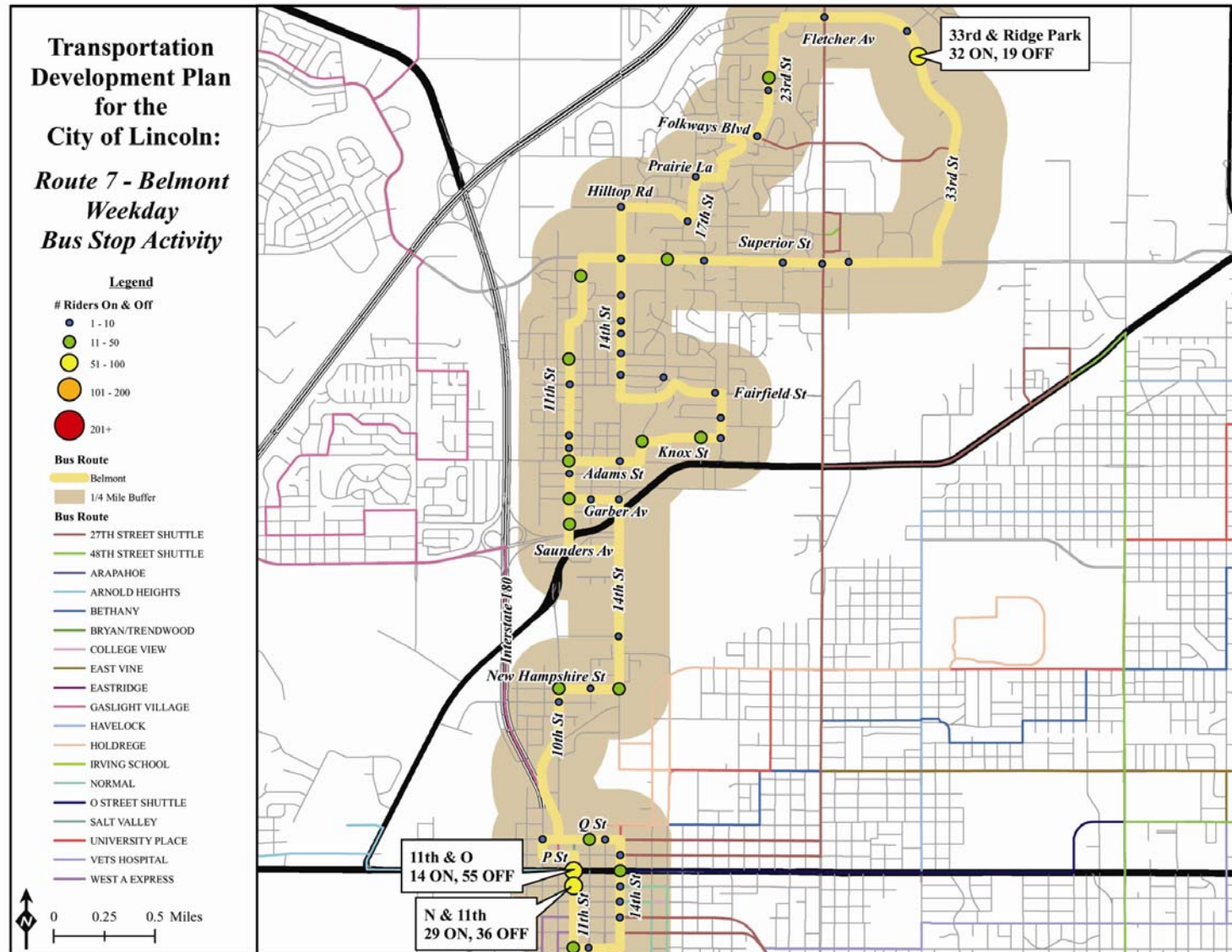


Figure 6-49 is a map of activity by bus stop for Route 7. There is a good amount of boarding and alighting activity throughout the route, except along 33rd Street in the terminal loop. Activity is highest in the downtown loop and at 33rd Street and Ridge Park near Northstar High School. Other stops with high ridership are located in downtown, near UNL, near Goodrich Middle School, and a senior housing complex non 23rd Street.

Figure 6-49: Route 7 Weekday Bus Stop Activity



Route 8 Veteran's Hospital

Route 8 ranks 11th out of 20 regular routes in terms of service and cost effectiveness. This route operates between downtown Lincoln and neighborhoods in the eastern part of Lincoln. It serves Lincoln East High School, Saint Elizabeth Regional Medical Center, Veteran's Hospital, Westfield Shoppingtown Gateway, and Wedgewood. A reason that this route ranks 11th is because it closely parallels other routes, competing for passengers, while operating through neighborhood streets, resulting in lower travel speeds. Table 6-28 lists the performance statistics for Route 8.

Table 6-28: Route 8 Weekday Performance Indicators

<i>Route 8 Veteran's Hospital</i>	
Factor/Indicator	Weekday
Ridership	181
Revenue Hours	15
Revenue Miles	162
Operating Speed (MPH)	10.9
Operating Cost	\$923.53
Farebox Revenue	\$110.41
Passengers per Mile	1.12
Passenger per Hour	12.14
Cost per Mile	\$5.70
Cost per Passenger	\$5.10
Farebox Recovery	12%
Cumulative Rank Score	24
Rank	11

Figures 6-50 and 6-51 are ridership by time of day charts for Route 8 in the inbound and outbound directions. Throughout the day, ridership on Route 8 is rather low however it is stronger during the mid-day and morning periods and much slower in the evening. In the inbound direction, the greatest numbers of people board the bus during the midday trips. In the outbound direction, the highest numbers of boardings occur around school start and end times.

Figure 6-50: Route 8 Weekday Inbound Ridership by Time of Day

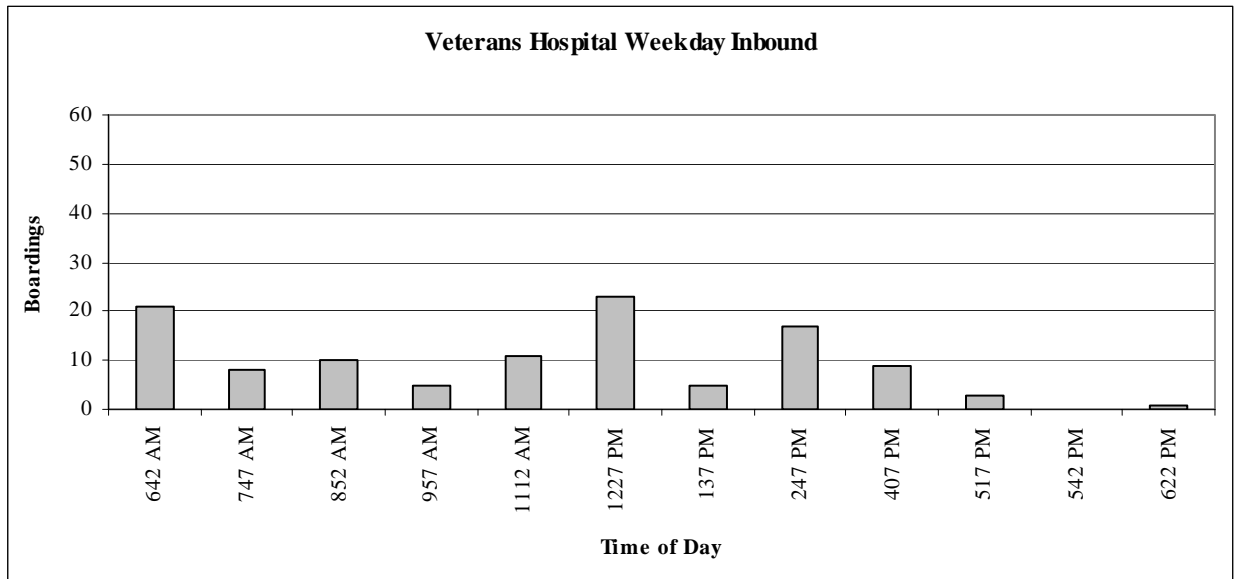
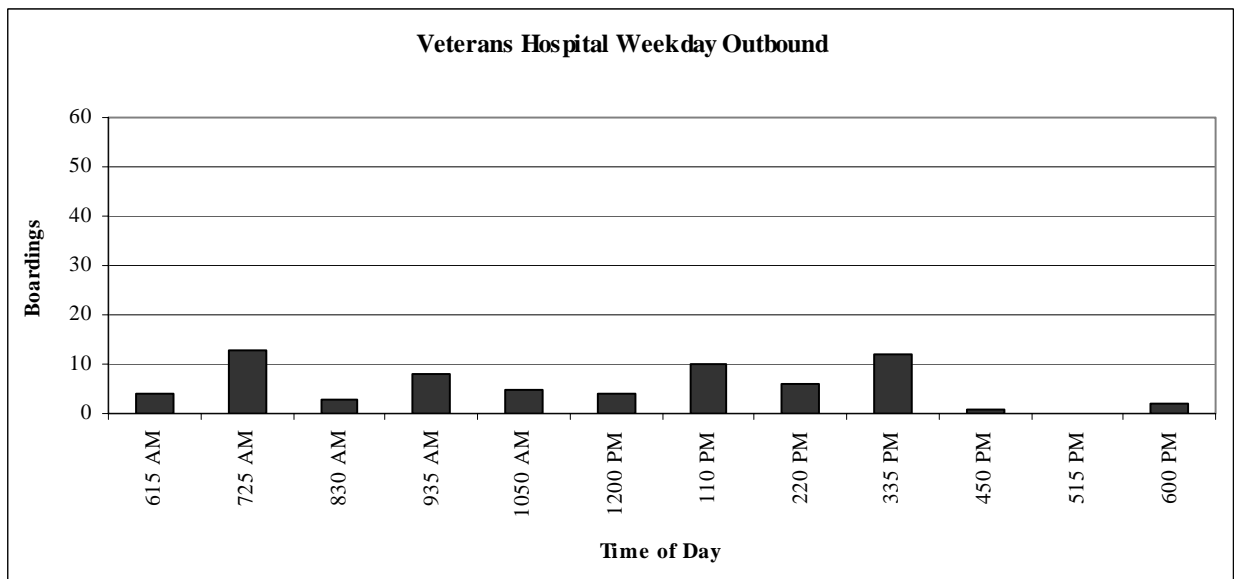


Figure 6-51: Route 8 Weekday Outbound Ridership by Time of Day



Figures 6-52 and 6-53 describe the maximum number of people onboard during each run for Route 8. The largest load in the inbound direction occurs during the midday runs, however the loads are also higher during both peak periods. In the outbound direction, the largest loads are during the PM peak runs, with lower midday loads.

Figure 6-52: Route 8 Weekday Inbound Maximum Load by Time of Day

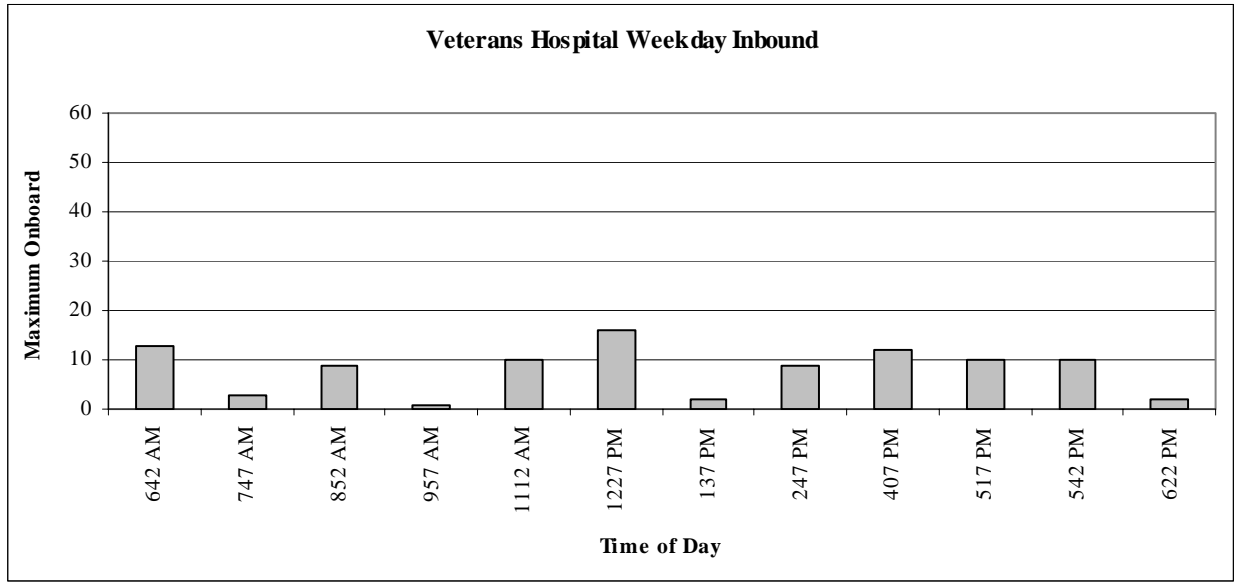


Figure 6-53: Route 8 Weekday Outbound Maximum Load by Time of Day

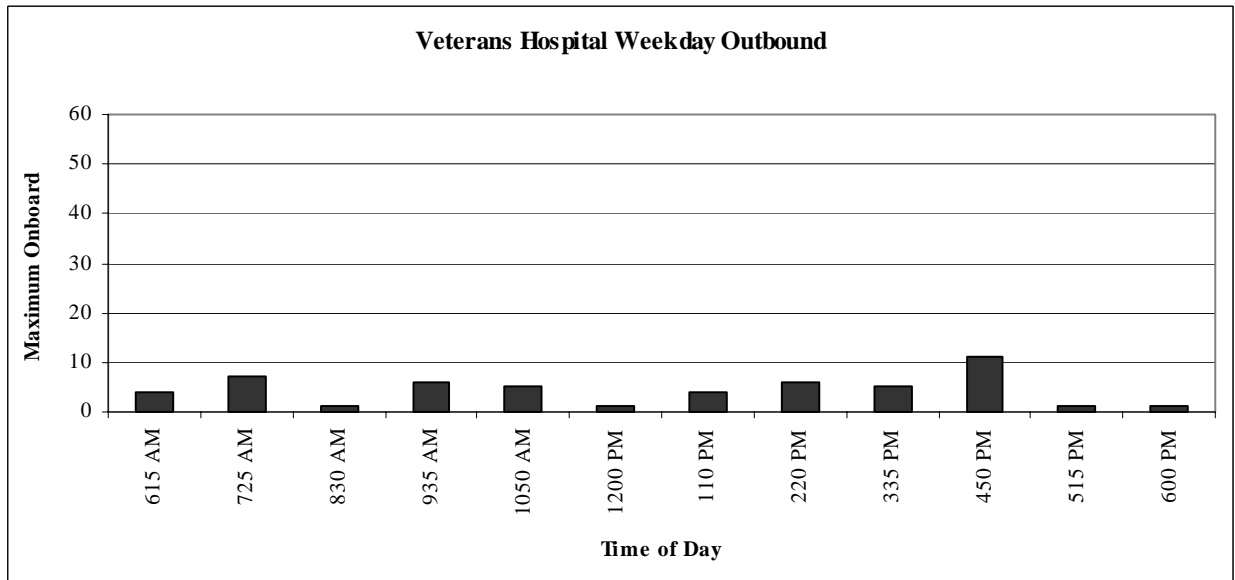
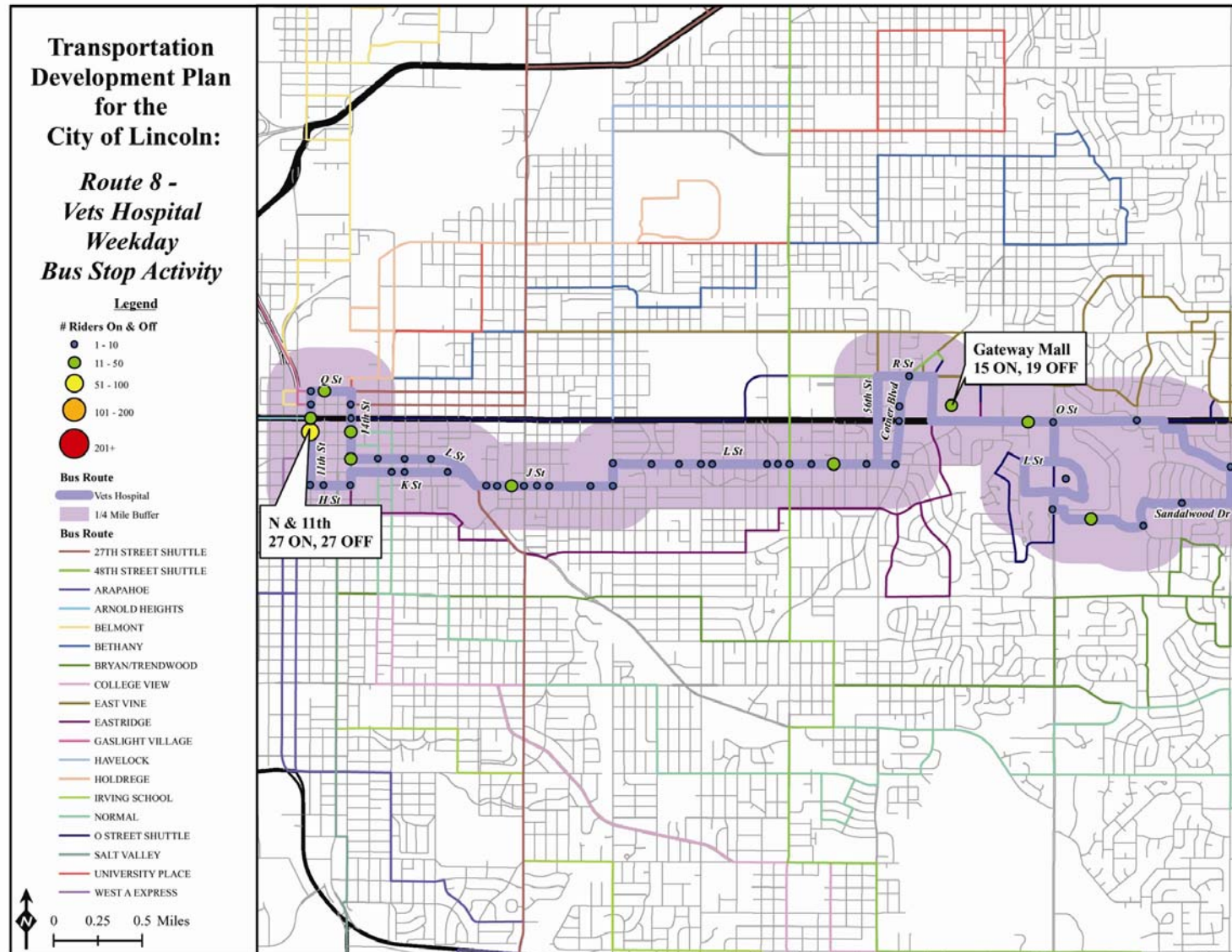


Figure 6-54 shows activity by bus stop for Route 8. Ridership is low throughout the route. Activity is light in the terminal loop. Activity is greatest in the downtown loop, especially at the stop located at N & 11th. Other stops with significant activity are at the Gateway Mall, Lincoln East High School, and locations that have access to major employers along J Street and O Street.

Figure 6-54: Route 8 Weekday Bus Stop Activity



Route 9 “O” Street

Route 9 is ranked 6th out of 20 routes in terms of service and cost effectiveness. This route operates between downtown Lincoln and eastern portions of the city. It serves Southeast Community College, Saint Elizabeth Regional Shopping Center, and Westfield Shoppingtown Gateway. A reason that this route ranks 12th is because this route operates a limited schedule especially since it operates along a major corridor that serves many generators. The limited schedule makes parallel routes that are located close by more attractive. Table 6-29 describes Route 9’s performance statistics.

Table 6-29: Route 9 Weekday Performance Indicators

<i>Route 9 “O” Street</i>	
Factor/Indicator	Weekday
Ridership	247
Revenue Hours	13
Revenue Miles	188
Operating Speed (MPH)	14.0
Operating Cost	\$830.62
Farebox Revenue	\$150.67
Passengers per Mile	1.31
Passenger per Hour	18.42
Cost per Mile	\$4.41
Cost per Passenger	\$3.36
Farebox Recovery	18%
Cumulative Rank Score	12
Rank	6

Figures 6-55 and 6-56 chart ridership by time of day for Route 9. Throughout the day, ridership is strongest during the mid-day period. In the inbound direction. In the outbound direction, the most people board also during the midday.

Figure 6-55: Route 9 Weekday Inbound Ridership by Time of Day

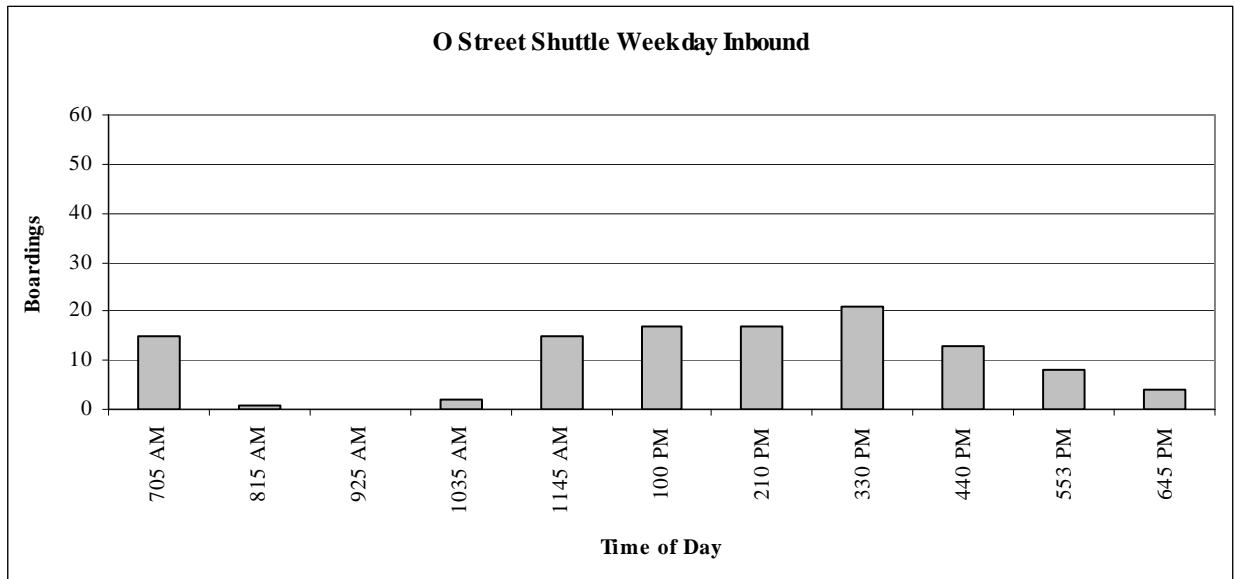
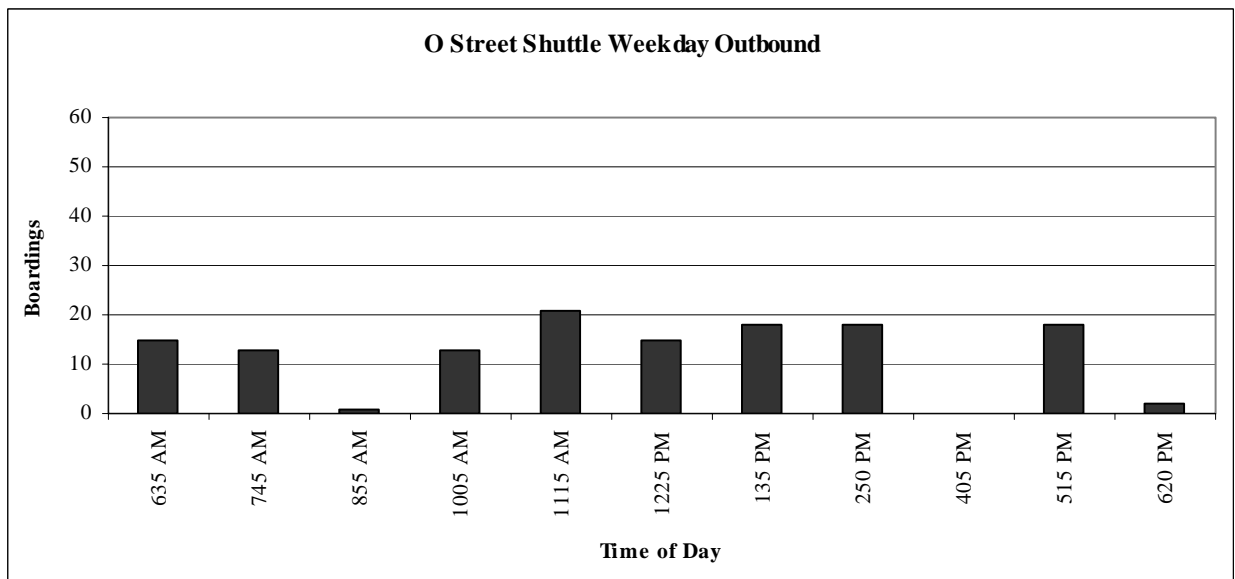


Figure 6-56: Route 9 Weekday Outbound Ridership by Time of Day



Figures 6-57 and 6-58 are maximum load charts by time of day for Route 9. In the inbound and outbound direction, the greatest number of people onboard occurs during the midday runs. These charts show that there is a lot of excess capacity during every trip.

Figure 6-57: Route 9 Weekday Inbound Maximum Load by Time of Day

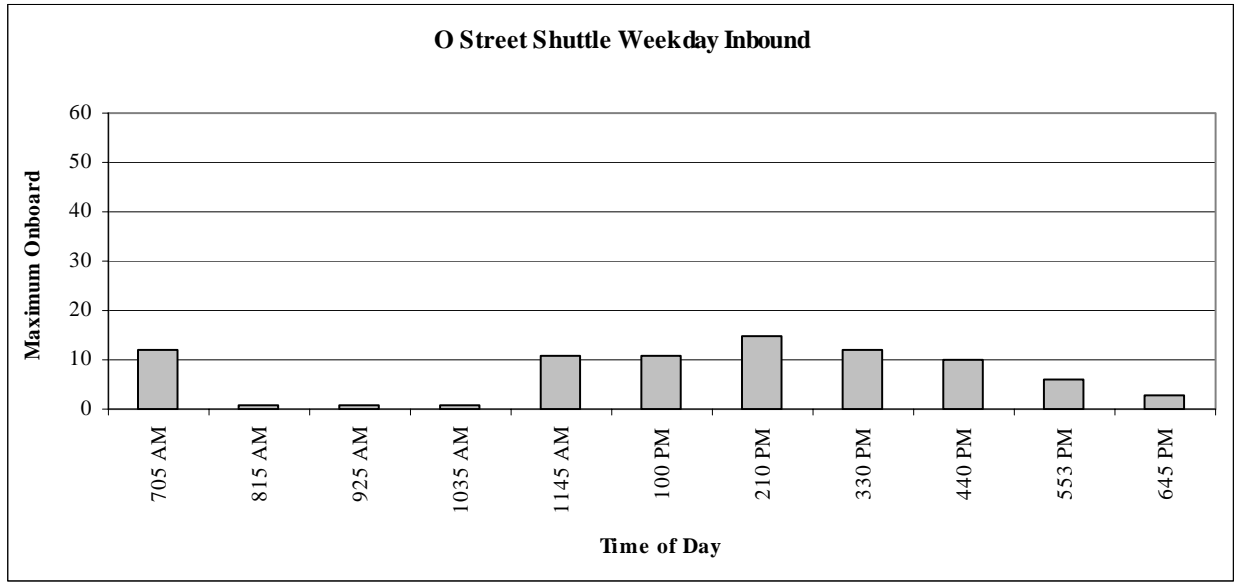


Figure 6-58: Route 9 Weekday Outbound Maximum Load by Time of Day

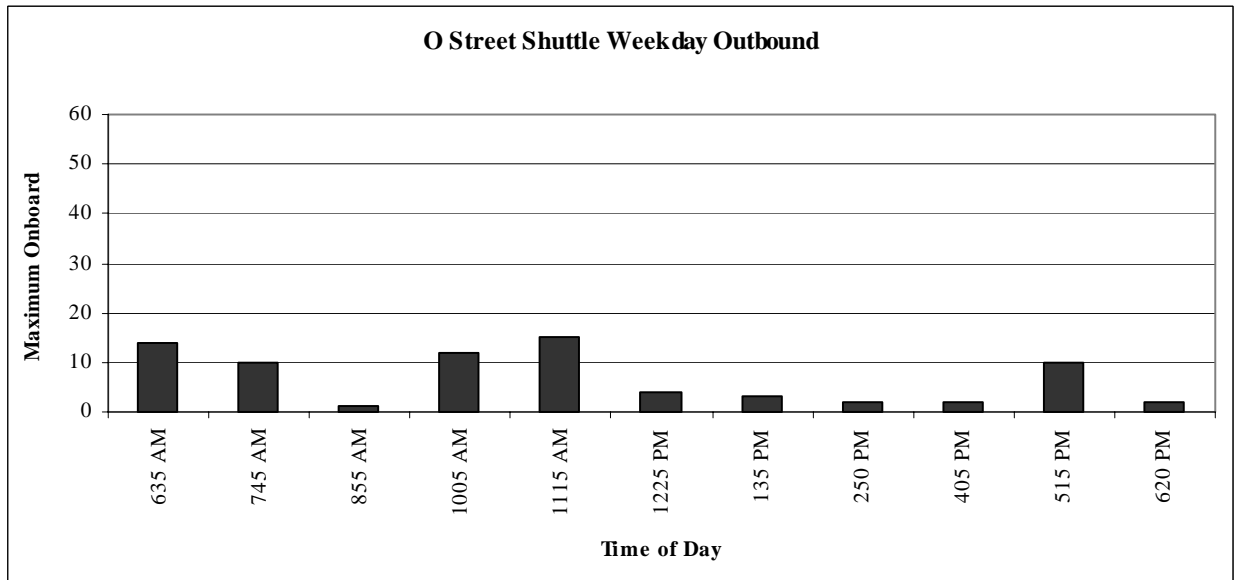
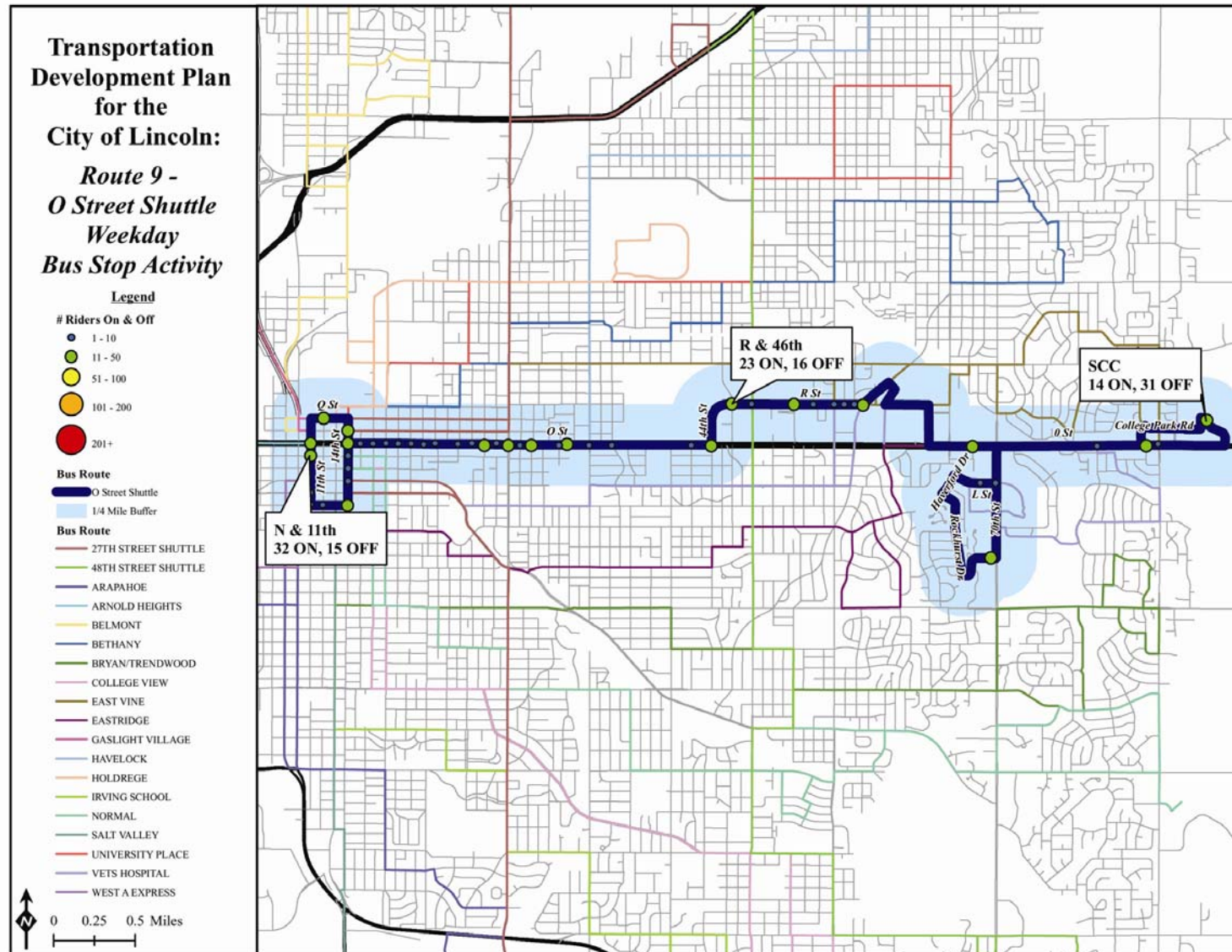


Figure 6-59 is a map of activity by bus stop for Route 9. Ridership is strong in pockets, but not throughout the entire route. The following stop locations have the highest amount of activity: N & 11th in downtown, R & 46th near Target, the stops near the hospitals near 70th Street, and Southeast Community College (SCC).

Figure 6-59: Route 9 Weekday Bus Stop Activity



Route 10 East Vine

Route 10 is ranked 18th out of 20 regular routes. Route 10 operates between downtown Lincoln to neighborhoods in the eastern part of the city, primarily along Vine Street. This route serves Southeast Community College, Westfield Shoppingtown Gateway, Meadowlane Shopping Center, and Culler Middle School. A possible reason for such a low ranking for this route is that there are quite a few routes paralleling it close by throughout the route length and many of the generators served are served only on a part time basis. The neighborhood service this route provides serves neighborhoods where people are less likely to use transit out in the eastern part of the city. Table 6-30 provides performance statistics for Route 10.

Table 6-30: Route 10 Weekday Performance Indicators

<i>Route 10 East Vine</i>	
Factor/Indicator	Weekday
Ridership	223
Revenue Hours	21
Revenue Miles	281
Operating Speed (MPH)	13.5
Operating Cost	\$1,289.59
Farebox Revenue	\$136.03
Passengers per Mile	0.79
Passenger per Hour	10.71
Cost per Mile	\$4.58
Cost per Passenger	\$5.78
Farebox Recovery	11%
Cumulative Rank Score	35
Rank	18

Figures 6-60 and 6-61 chart ridership by time of day for Route 10. In both the inbound and outbound directions, the greatest numbers of boardings occur during the AM peak. Midday ridership in both directions is low. There is a slight increase in boardings during the PM peak but it is not as substantial as the AM peak.

Figure 6-60: Route 10 Weekday Inbound Ridership by Time of Day

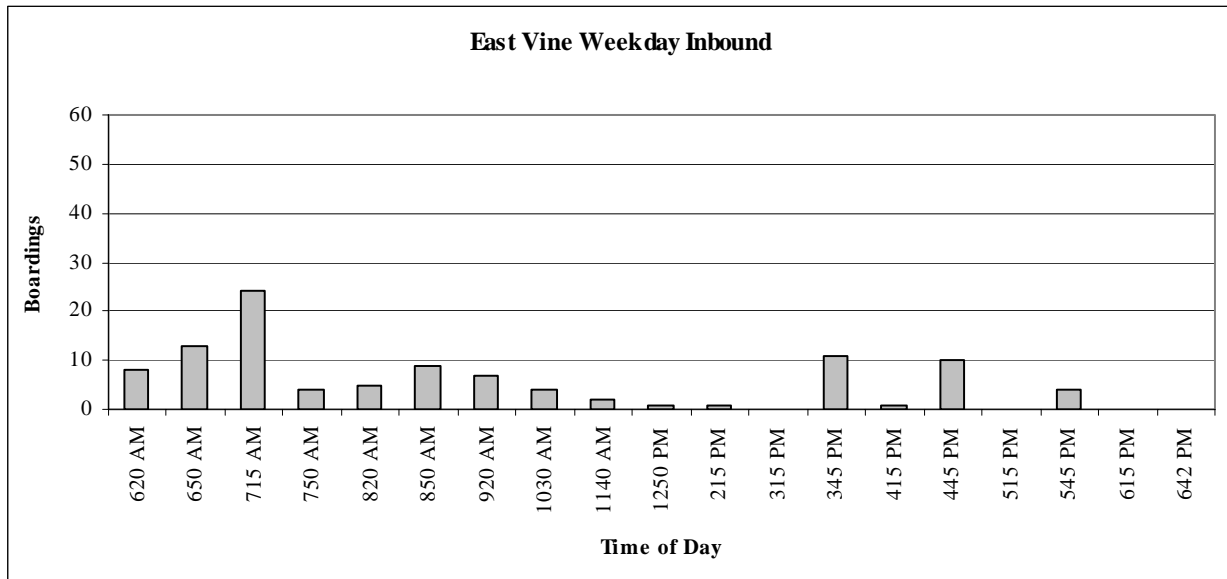
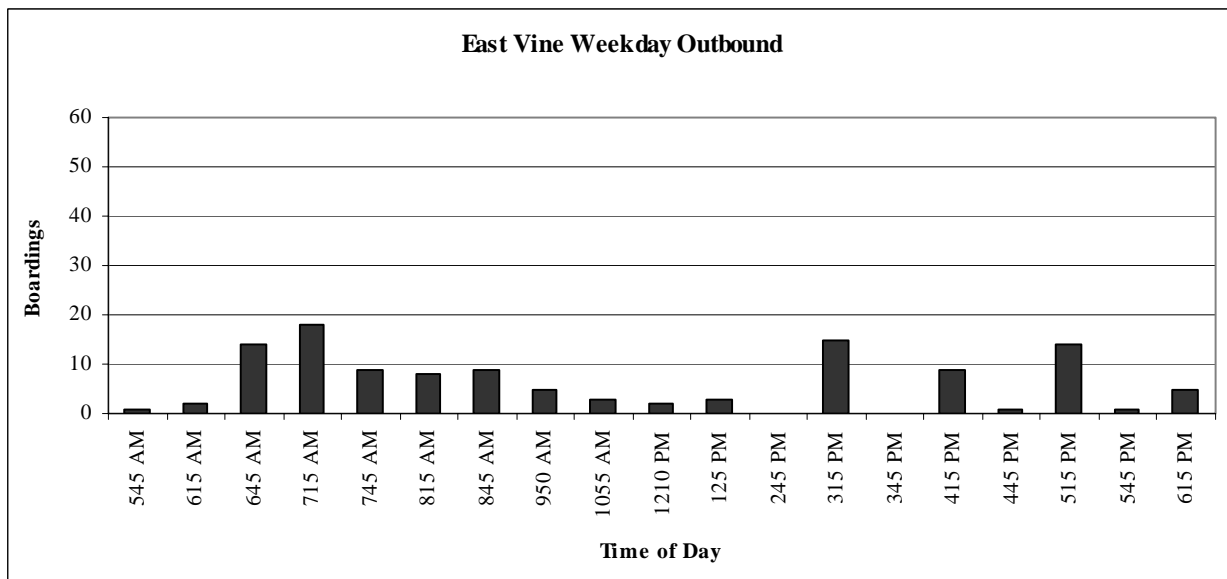


Figure 6-61: Route 10 Weekday Outbound Ridership by Time of Day



Figures 6-62 and 6-63 show the maximum number of passengers onboard for every run of Route 10. As with the ridership numbers, the largest loads occur during the AM peak in both the inbound and outbound directions. These charts also show low load levels during the midday and slightly higher loads during the PM peak. Even during the times where the load is highest, there is still excess capacity on buses, while other times the buses are almost empty.

Figure 6-62: Route 10 Weekday Inbound Maximum Load by Time of Day

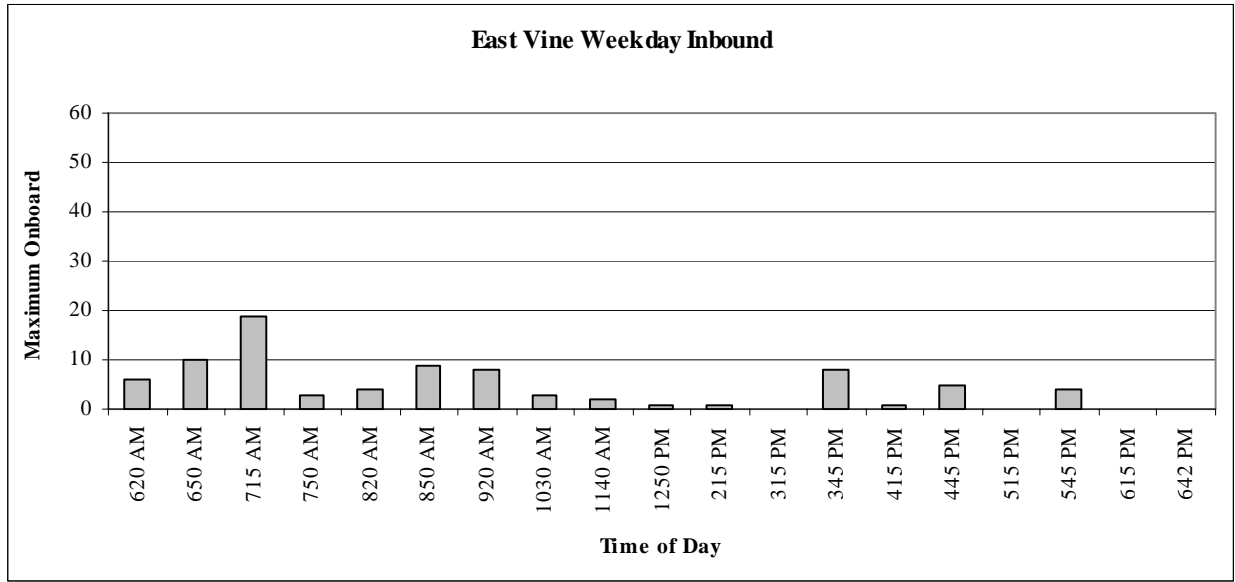


Figure 6-63: Route 10 Weekday Outbound Maximum Load by Time of Day

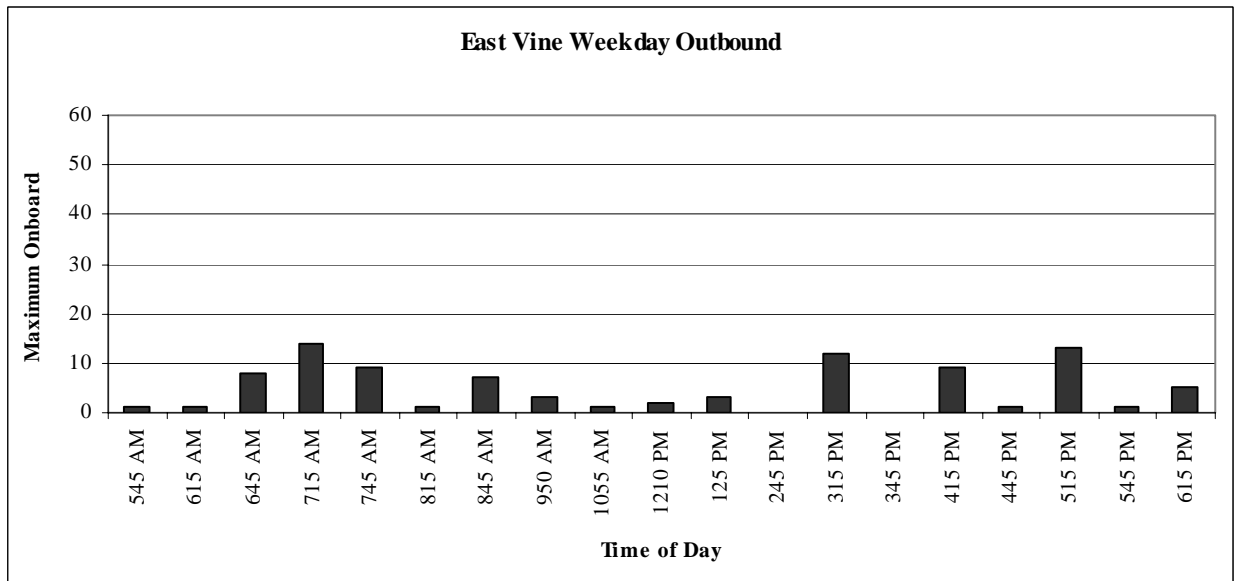
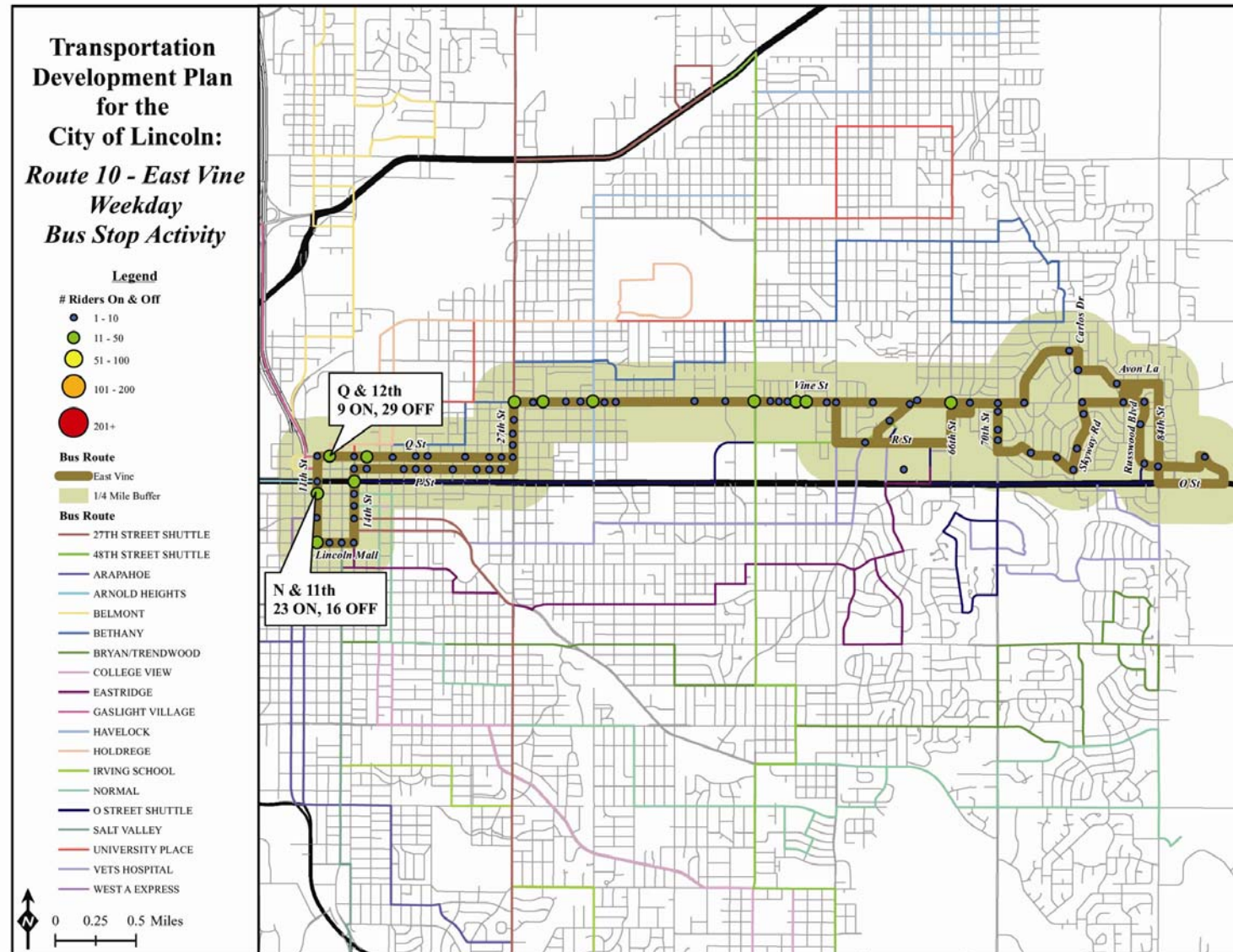


Figure 6-64 shows bus stop activity for Route 10. With the exception of a few stop locations, ridership is low throughout the route. The stops with the most activity are located at N & 11th and Q & 12th inside the downtown loop. Other stop locations with significant ridership include the stop near Culler Middle School, and the shopping center at 70th Street. Vine Street between 27th Street and 33rd Street also has a bit of boarding and alighting activity.

Figure 6-64: Route 10 Weekday Bus Stop Activity



Route 11 Gaslight Village

Route 11 ranks 6th out of 20 regular routes. Route 11 operates between downtown Lincoln and northwest neighborhoods in the city. This route serves Pfizer, Ameritas, North Industrial Park, and the Highlands. A major reason that this route ranks as high as it does is because of the relatively limited schedule operated. Table 6-31 lists the performance statistics for Route 11.

Table 6-31: Route 11 Weekday Performance Indicators

<i>Route 11 Gaslight Village</i>	
Factor/Indicator	Weekday
Ridership	176
Revenue Hours	9
Revenue Miles	152
Operating Speed (MPH)	16.3
Operating Cost	\$577.90
Farebox Revenue	\$107.36
Passengers per Mile	1.16
Passenger per Hour	18.86
Cost per Mile	\$3.80
Cost per Passenger	\$3.28
Farebox Recovery	19%
Cumulative Rank Score	12
Rank	6

Figure 6-65 and 6-66 chart ridership by time of day for Route 11. In the inbound direction, ridership is highest during the AM peak period. In the outbound direction, ridership is also highest during the AM peak. While ridership is highest in both directions during the morning peak period, the PM peak does generate some ridership. The mid-day and evening runs are getting far fewer passengers than the peak periods.

Figure 6-65: Route 11 Weekday Inbound Ridership by Time of Day

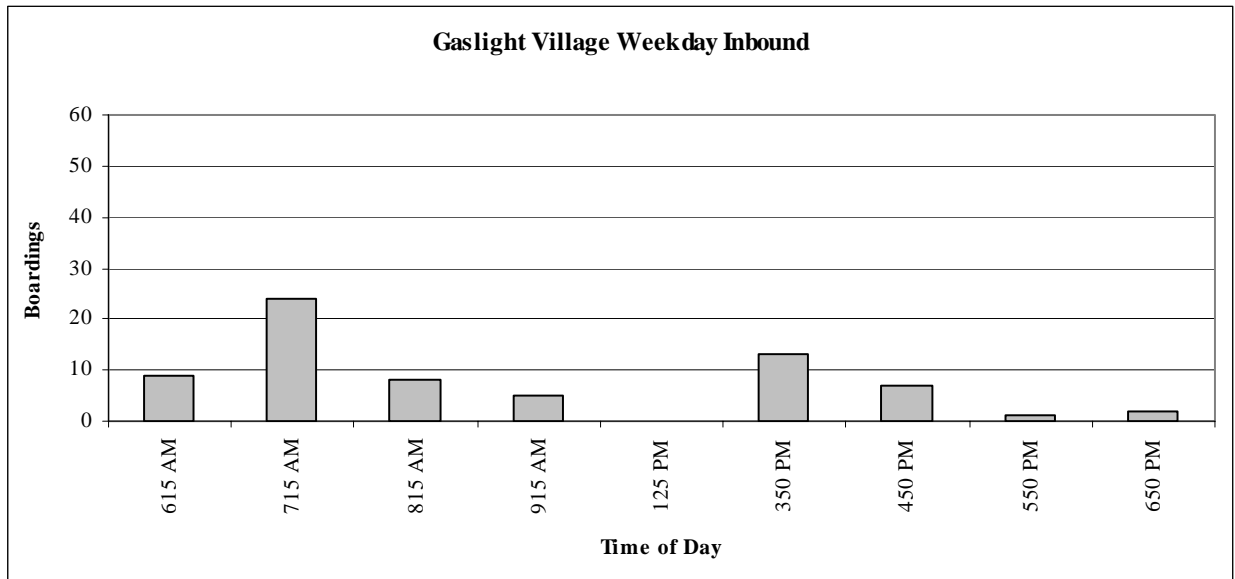
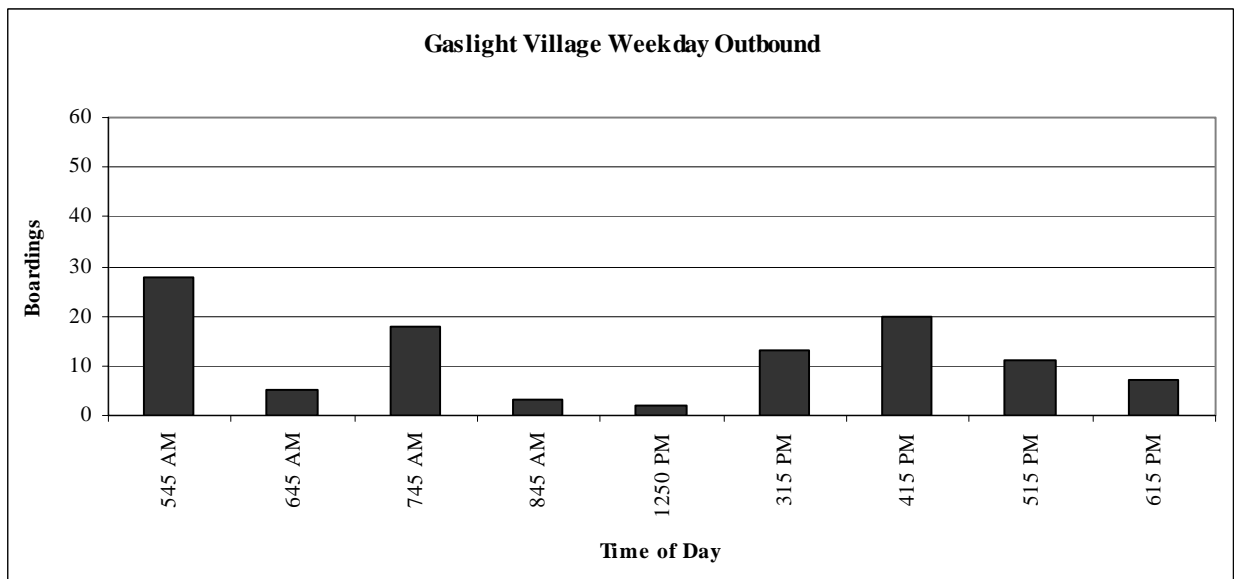


Figure 6-66: Route 11 Weekday Outbound Ridership by Time of Day



Figures 6-67 and 6-68 show the maximum number of passengers onboard during a given run for Route 11. Loads are highest during the AM peak in the both directions. While during all time periods there is excess capacity on the buses, loads are very low throughout most of the day outside of the AM peak.

Figure 6-67: Route 11 Weekday Inbound Maximum Load by Time of Day

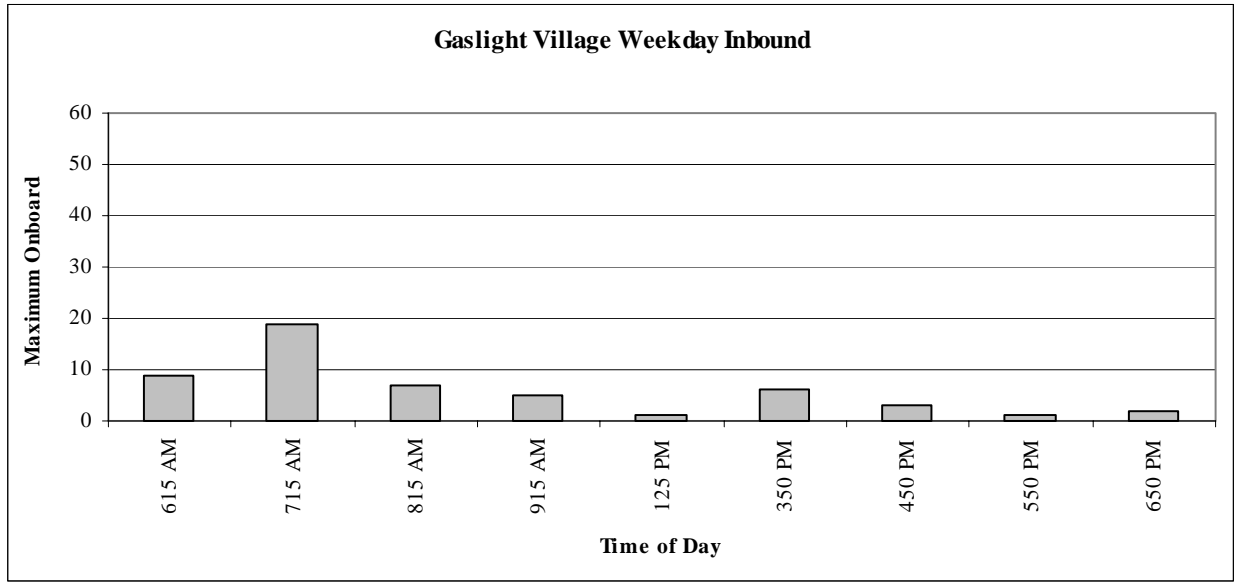


Figure 6-68: Route 11 Weekday Outbound Maximum Load by Time of Day

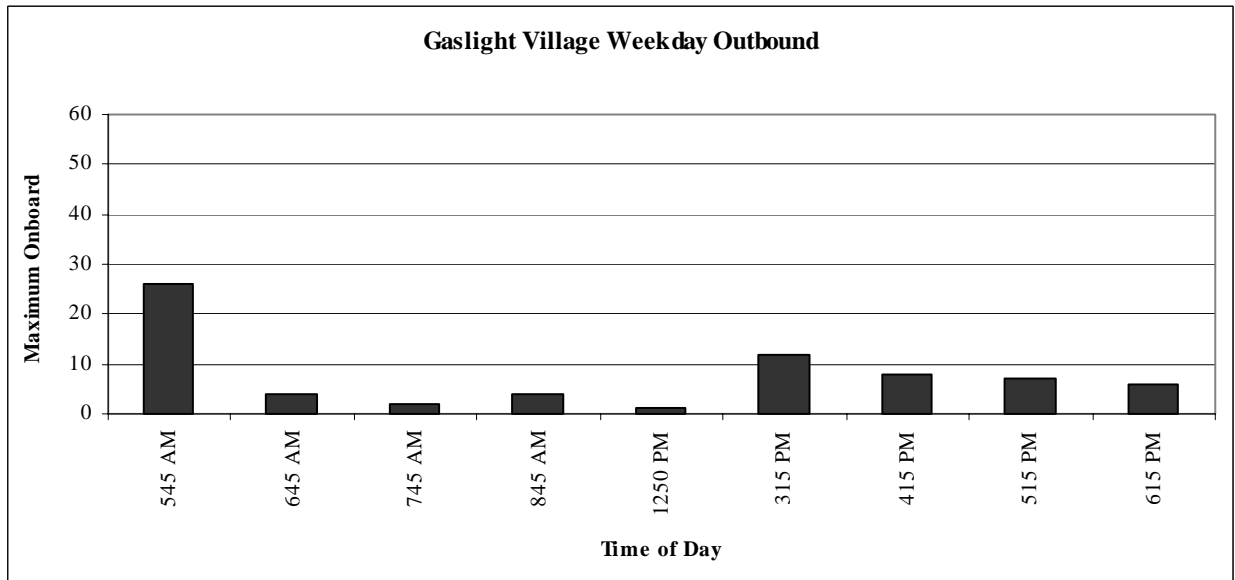
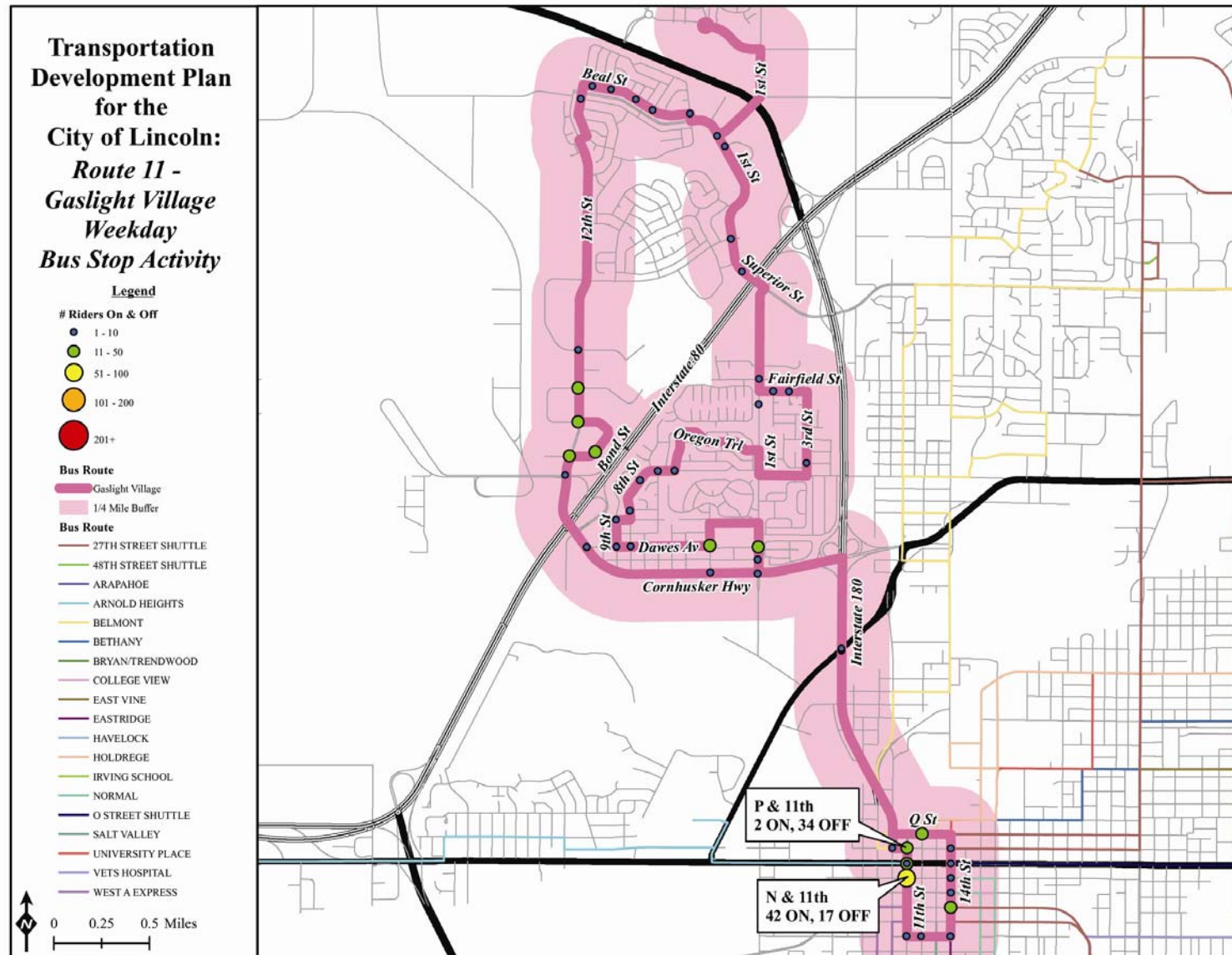


Figure 6-69 is a map of bus stop activity for Route 11. Ridership is quite inconsistent throughout the route. It does, however, have strong pockets of activity in the downtown loop and on the southern end of 12th Street, at the North Industrial Park. The stop locations with the most activity are: N & 11th and P & 11th in downtown, as well as stops at North Industrial Park and in the neighborhoods off of Cornhusker Highway.

Figure 6-69: Route 11 Weekday Bus Stop Activity



Route 12 Arnold Heights

Route 12 ranks 16th out of 20 regular routes when evaluated based on service and cost effectiveness. Route 12 operates between downtown Lincoln and neighborhoods in the northwest part of the city. This route serves West Gate Shopping Center, West Gate Industrial Park, Lincoln Air Park, and Lancaster County Corrections. A possible reason that this route performs so poorly is because it traverses long distances where ridership is not generated, and the land is undeveloped in the western part of the city. Table 6-32 includes performance statistics for Route 12.

Table 6-32: Route 12 Weekday Performance Indicators

<i>Route 12 Arnold Heights</i>	
Factor/Indicator	Weekday
Ridership	200
Revenue Hours	15
Revenue Miles	277
Operating Speed (MPH)	19.1
Operating Cost	\$898.13
Farebox Revenue	\$122.00
Passengers per Mile	0.72
Passenger per Hour	13.79
Cost per Mile	\$3.24
Cost per Passenger	\$4.49
Farebox Recovery	14%
Cumulative Rank Score	31
Rank	16

Figures 6-70 and 6-71 plot ridership by time of day for Route 12. In both the inbound and outbound directions, ridership is much stronger in the morning peak period. Ridership drops off to virtually nothing in the afternoon and evening.

Figure 6-70: Route 12 Weekday Inbound Ridership by Time of Day

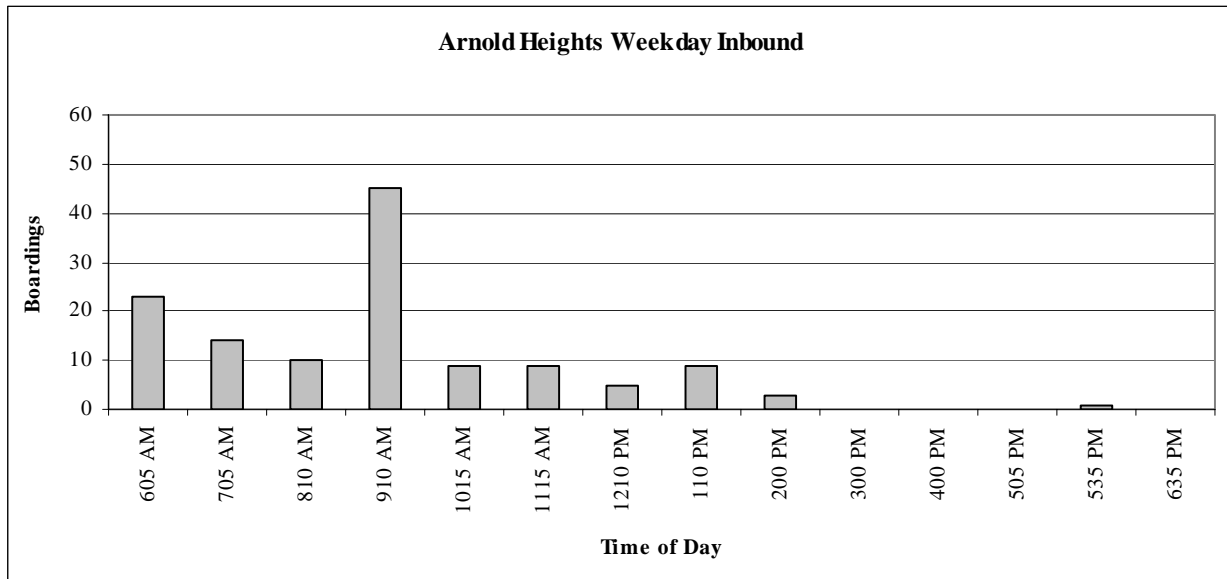
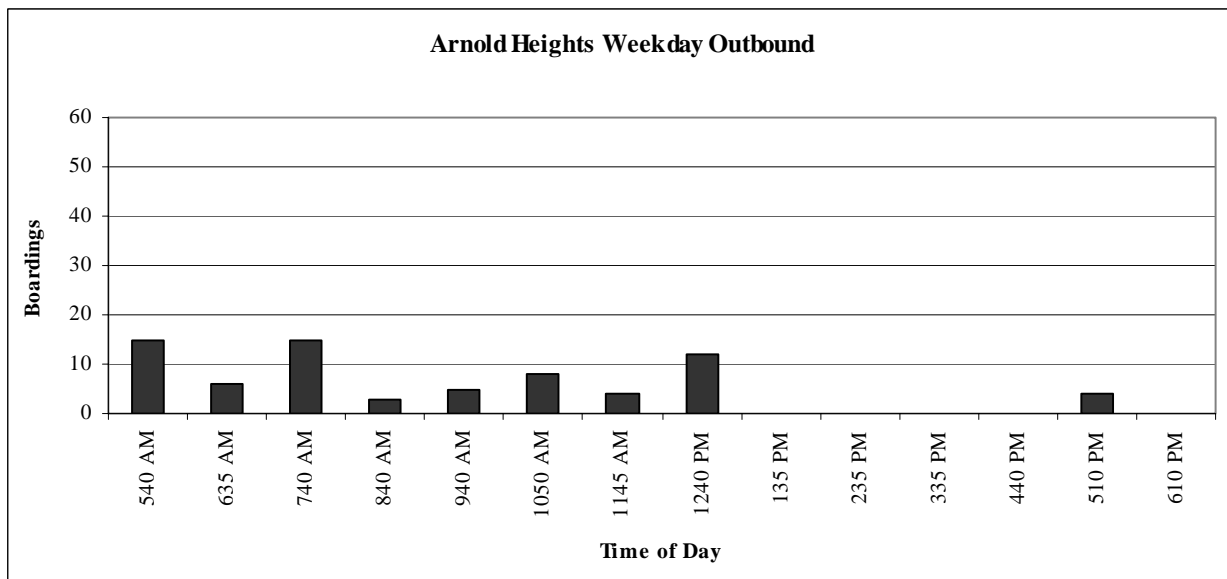


Figure 6-71: Route 12 Weekday Outbound Ridership by Time of Day



Figures 6-72 and 6-73 are maximum load charts by time of day for Route 12. Peak loads occur in during the AM peak period, with smaller loads during the middays and PM peak period.

Figure 6-72: Route 12 Weekday Inbound Maximum Load by Time of Day

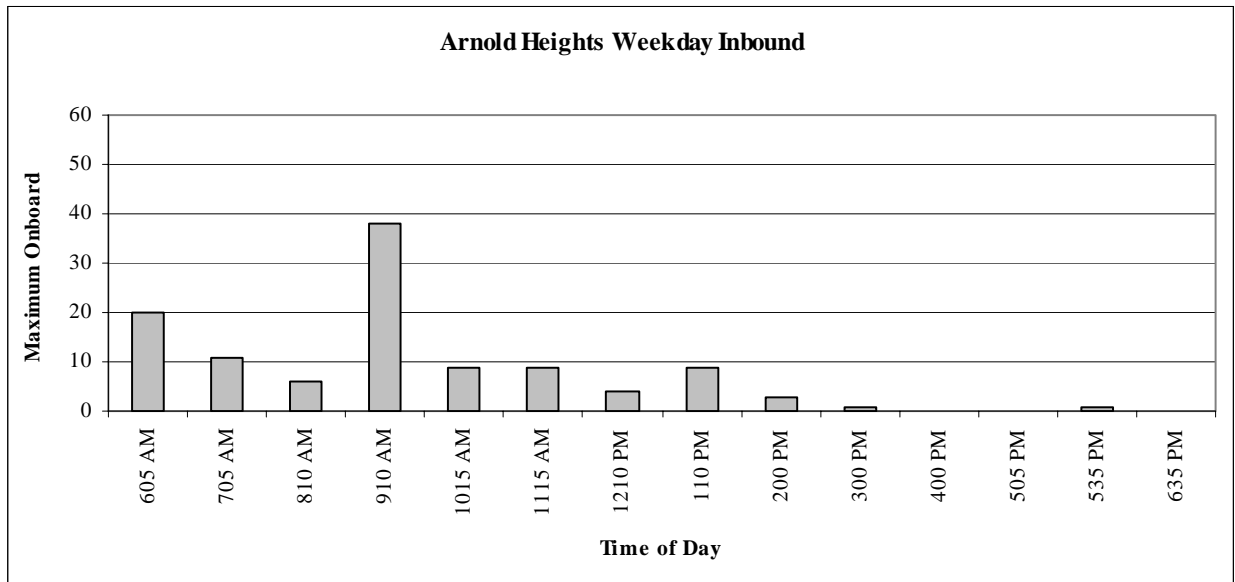


Figure 6-73: Route 12 Weekday Outbound Maximum Load by Time of Day

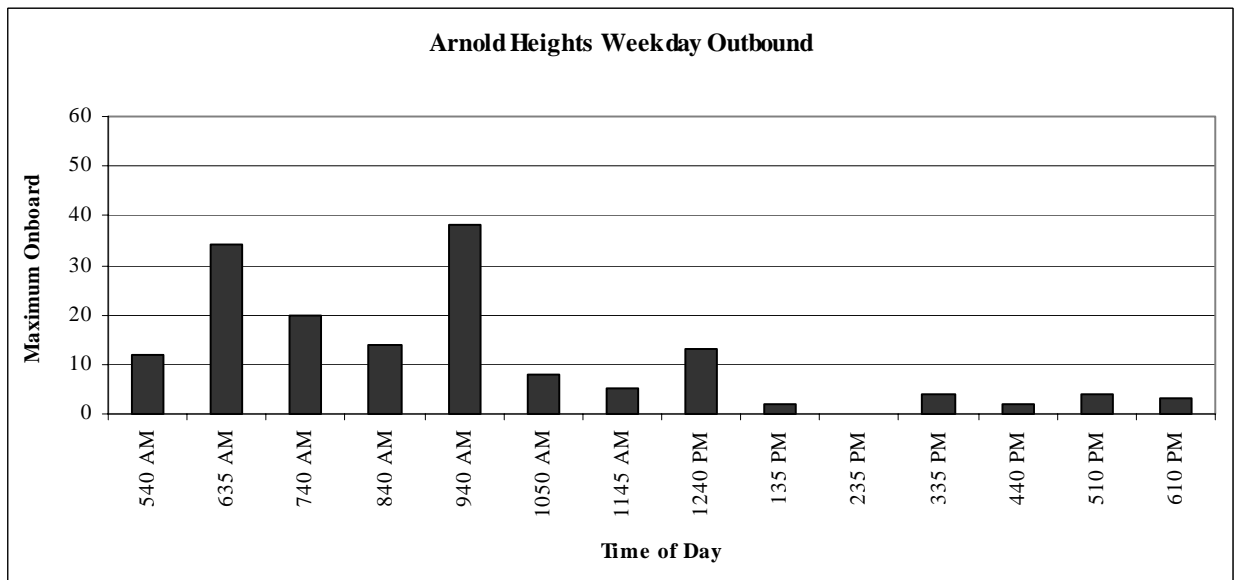
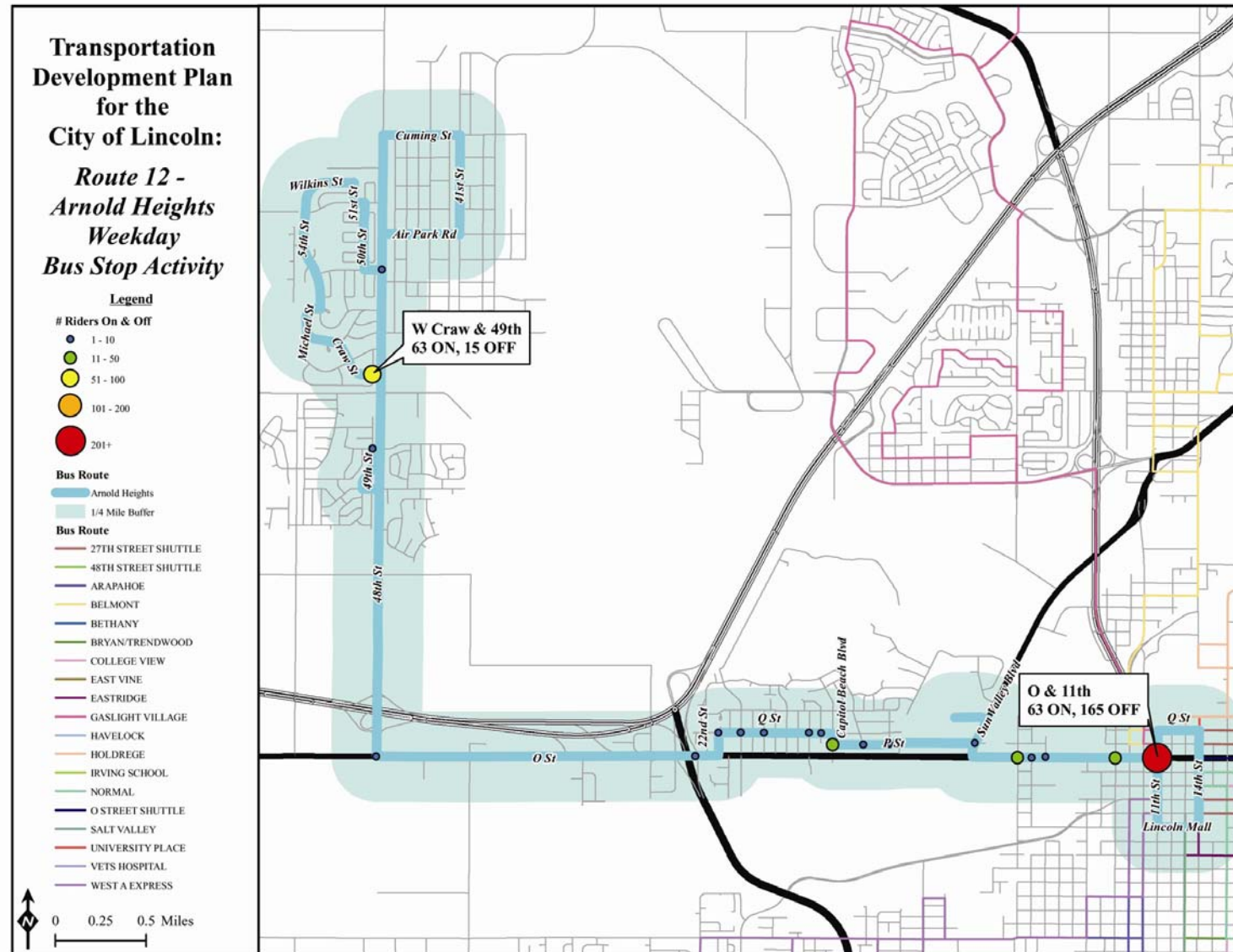


Figure 6-74 is a map of bus stop activity for Route 12. Only two stop locations on Route 12 get any solid ridership: N & 11th downtown and W. Craw & 49th. There is barely any ridership at all inside the terminal loops of the route.

Figure 6-74: Route 12 Weekday Bus Stop Activity



Route 13 Normal

Route 13 ranks 12th out of 20 regular routes based on service and cost effectiveness measures. Route 13 operates between Downtown Lincoln and southeastern neighborhoods in the city. It serves Holmes Lake, Van Dorn Plaza, Lux Middle School, Lincoln Southeast High School, and Lincoln Benefit Life. A reason that this route is ranked 12th is because it closely parallels a number of routes throughout the southeastern part of the city. Table 6-33 provides performance statistics for Route 13.

Table 6-33: Route 13 Weekday Performance Indicators

<i>Route 13 Normal</i>	
Factor/Indicator	Weekday
Ridership	291
Revenue Hours	20
Revenue Miles	316
Operating Speed (MPH)	15.5
Operating Cost	\$1,258.62
Farebox Revenue	\$177.51
Passengers per Mile	0.92
Passenger per Hour	14.32
Cost per Mile	\$3.98
Cost per Passenger	\$4.33
Farebox Recovery	14%
Cumulative Rank Score	25
Rank	12

Figures 6-75 and 6-76 are ridership by time of day charts for Route 13 in the inbound and outbound directions. In the inbound direction, the most boardings occur during the early AM runs. In the outbound direction, the most boardings occur during the PM peak period. Ridership is relatively inconsistent throughout the day.

Figure 6-75: Route 13 Weekday Inbound Ridership by Time of Day

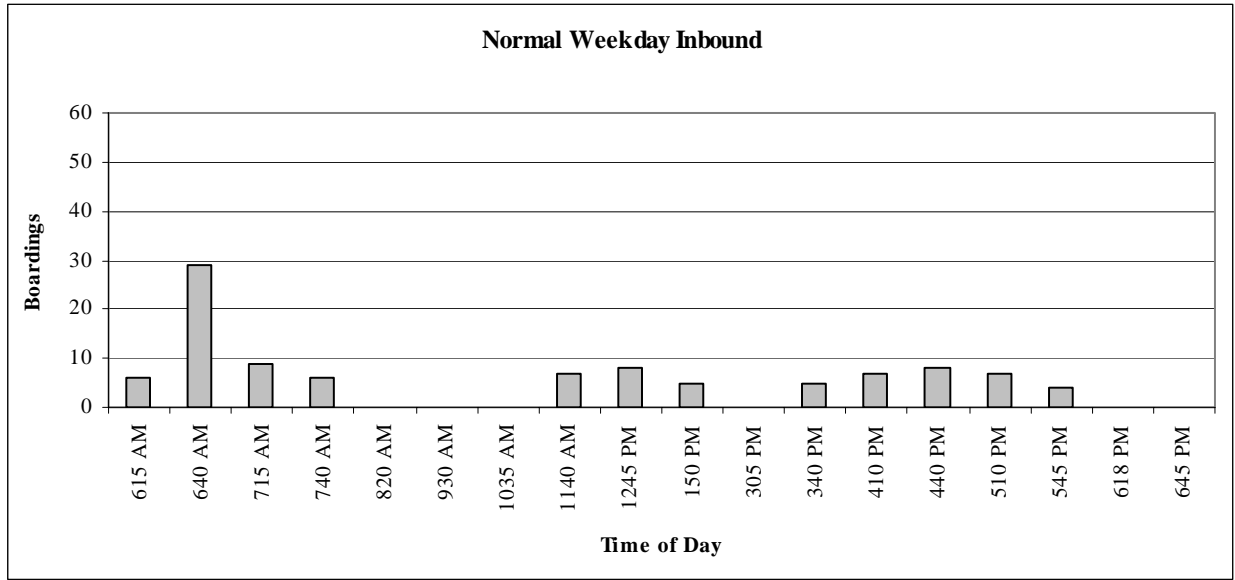
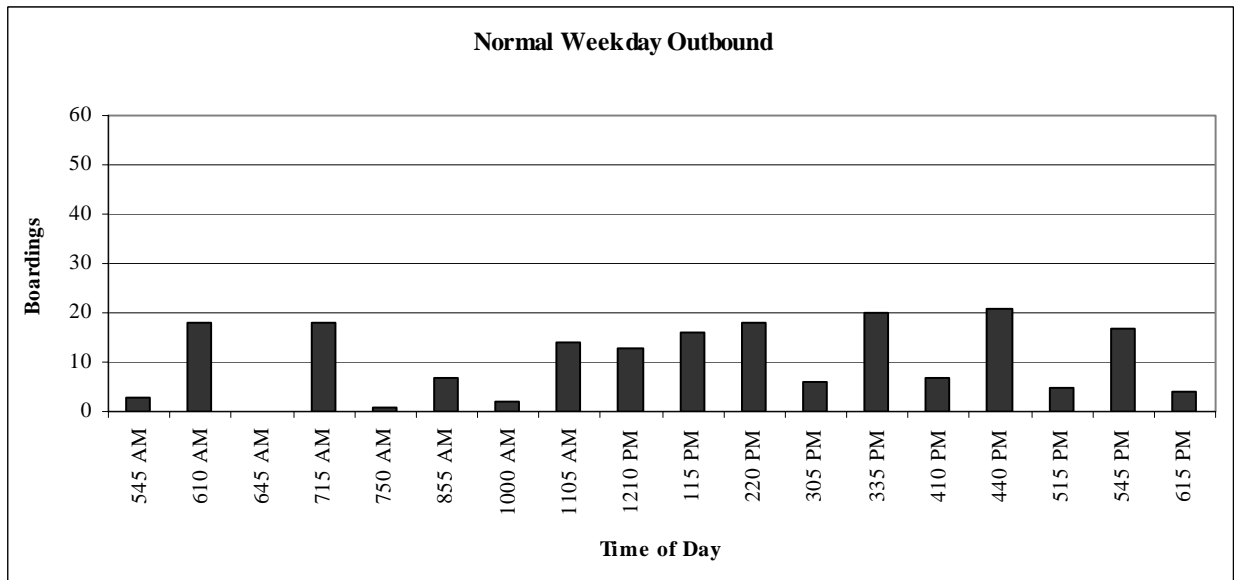


Figure 6-76: Route 13 Weekday Outbound Ridership by Time of Day



Figures 6-77 and 6-78 show the maximum number of people onboard during a given run for Route 13. The largest loads in the inbound occur on the same trips that have high ridership. All trips do have available passenger capacity.

Figure 6-77: Route 13 Weekday Inbound Maximum Load by Time of Day

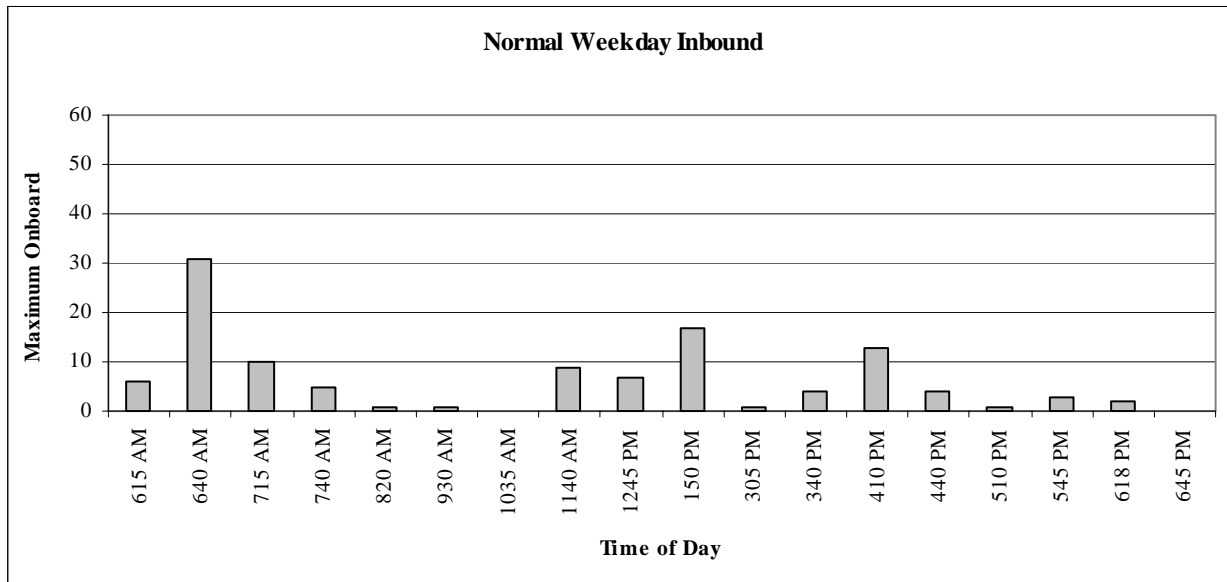


Figure 6-78: Route 13 Weekday Outbound Maximum Load by Time of Day

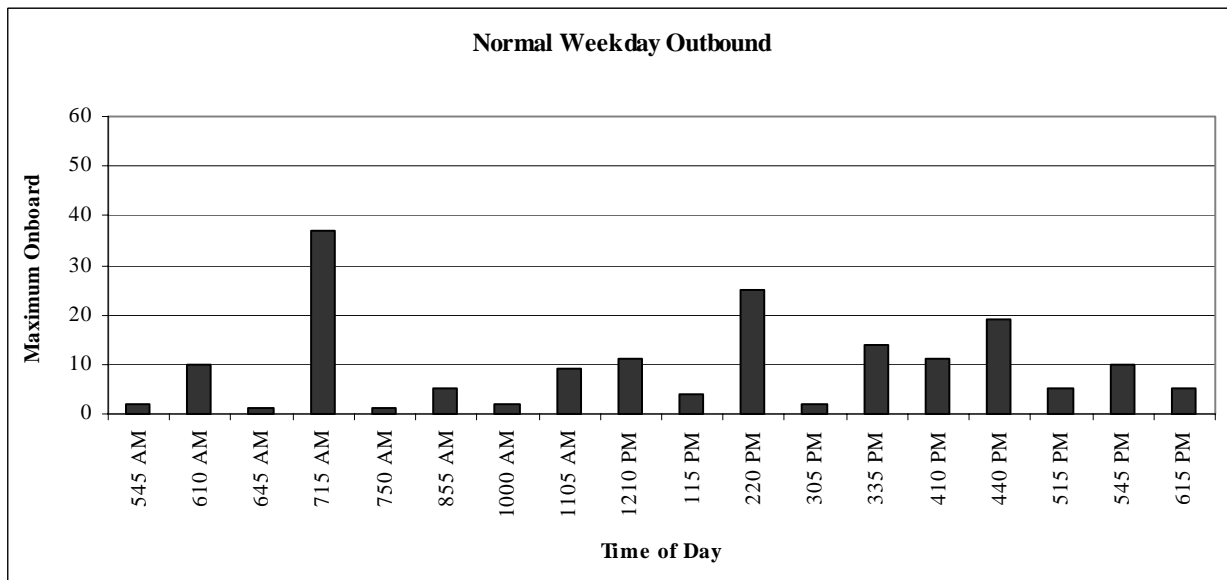
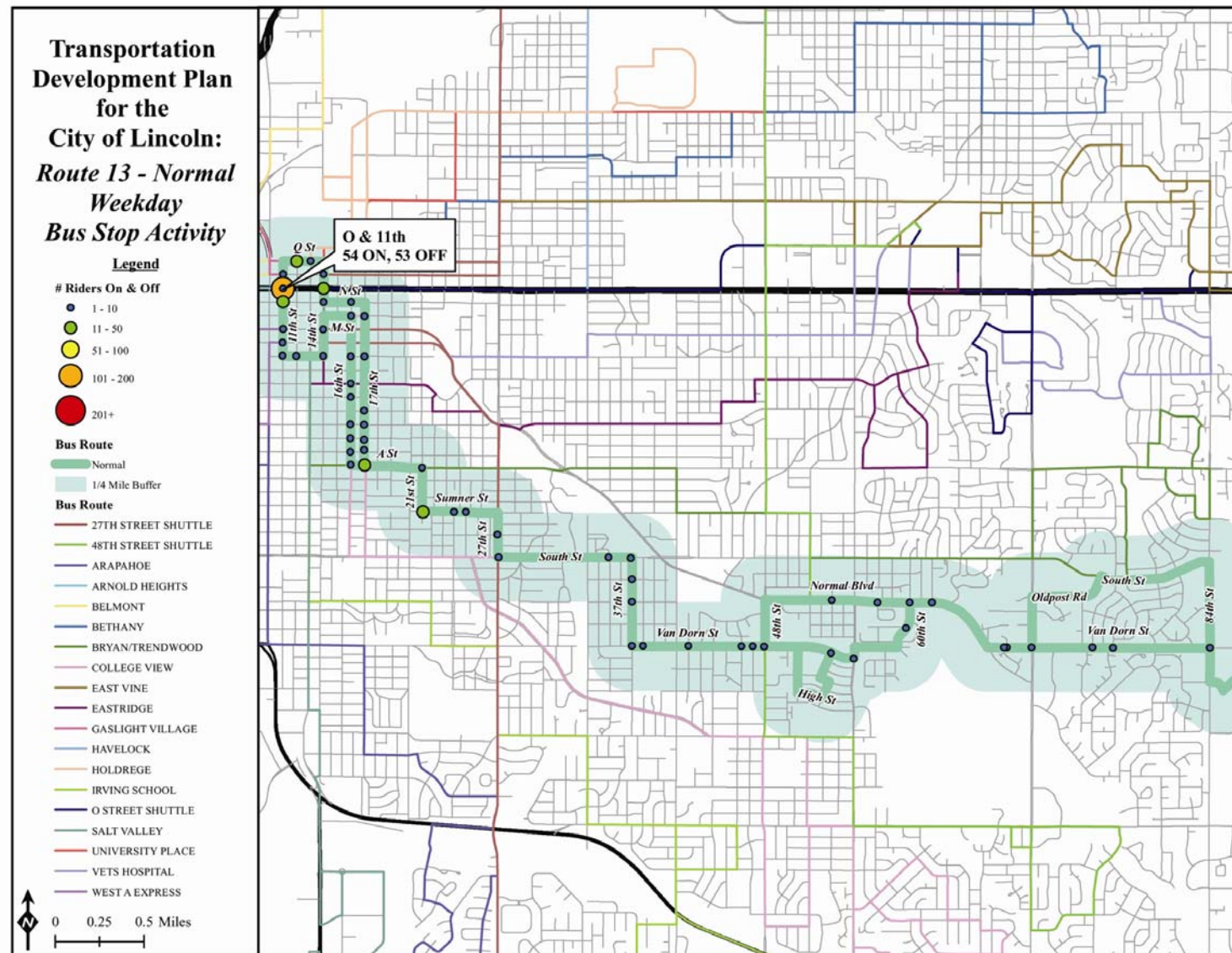


Figure 6-79 is map of bus stop activity for Route 13. Boarding and alighting activity is relatively low throughout the route except on the downtown loop. The downtown loop has the most activity and the bus stop with the greatest amount of activity is located at O & 11th. There is almost no boarding and alighting activity east of 21st Street.

Figure 6-79: Route 13 Weekday Bus Stop Activity



Route 15 Eastridge

Route 15 is ranked 5th out of 20 regular routes in terms of service and cost effectiveness. Route 15 operates between downtown Lincoln and Westfield Shoppingtown Gateway in the eastern part of Lincoln. This route serves Lefler Middle School, Lincoln High School, Pius X High School, and Westfield Shoppingtown Gateway. The fact that this route is relatively short and direct, and providing neighborhood service, with key generators at each end are factors that contribute to it being ranked 5th. Table 6-34 describes Route 15's operating performance.

Table 6-34: Route 15 Weekday Performance Indicators

<i>Route 15 Eastridge</i>	
Factor/Indicator	Weekday
Ridership	314
Revenue Hours	20
Revenue Miles	131
Operating Speed (MPH)	6.7
Operating Cost	\$1,212.79
Farebox Revenue	\$191.54
Passengers per Mile	2.39
Passenger per Hour	16.04
Cost per Mile	\$9.25
Cost per Passenger	\$3.86
Farebox Recovery	16%
Cumulative Rank Score	10
Rank	5

Figures 6-80 and 6-81 chart ridership by time of day for Route 15. In the inbound direction, the largest number of boardings occur during school dismissal times. In the outbound direction, the ridership is highest during the AM peak. Figures 6-82 and 6-83 chart the maximum number of people onboard a given run for Route 15. These figures present the same pattern as the boarding figures.

Figure 6-80: Route 15 Weekday Inbound Ridership by Time of Day

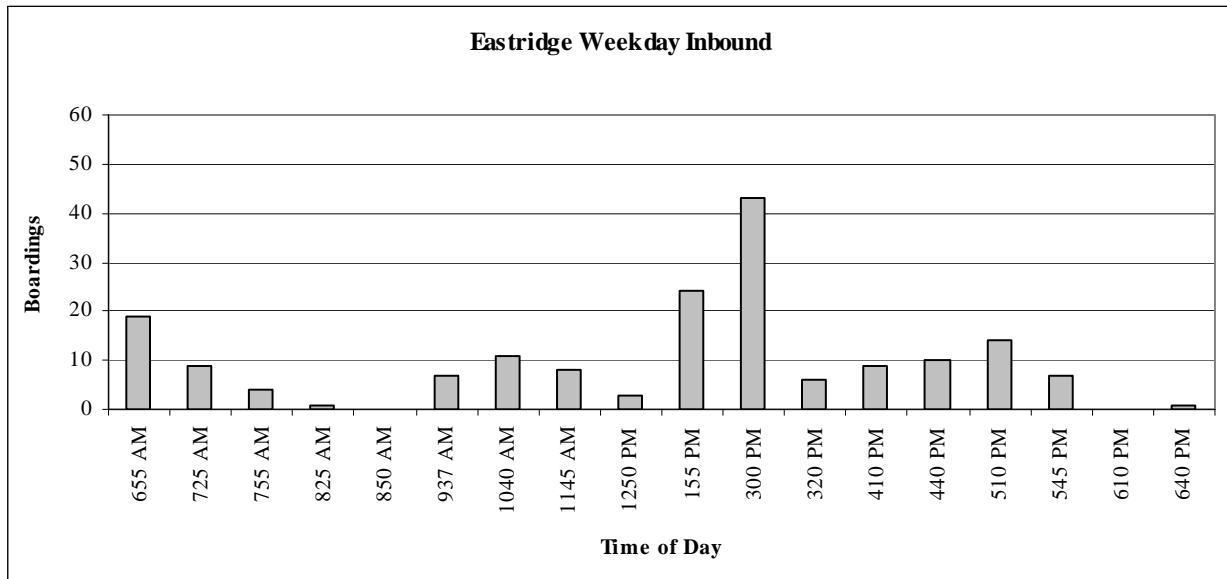


Figure 6-81: Route 15 Weekday Outbound Ridership by Time of Day

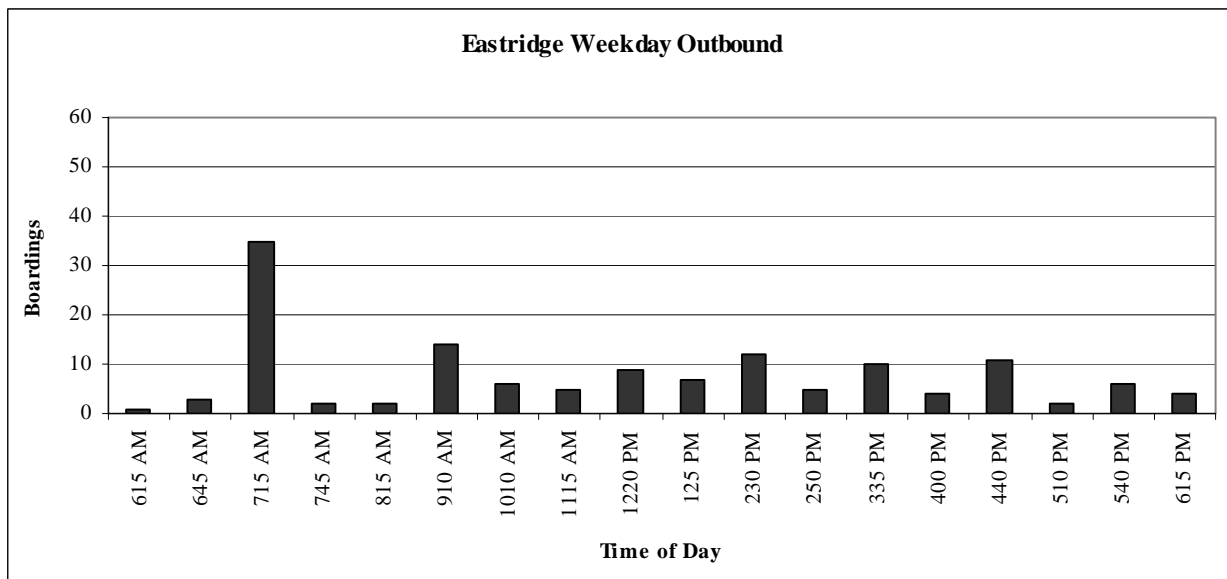


Figure 6-82: Route 15 Weekday Inbound Maximum Load by Time of Day

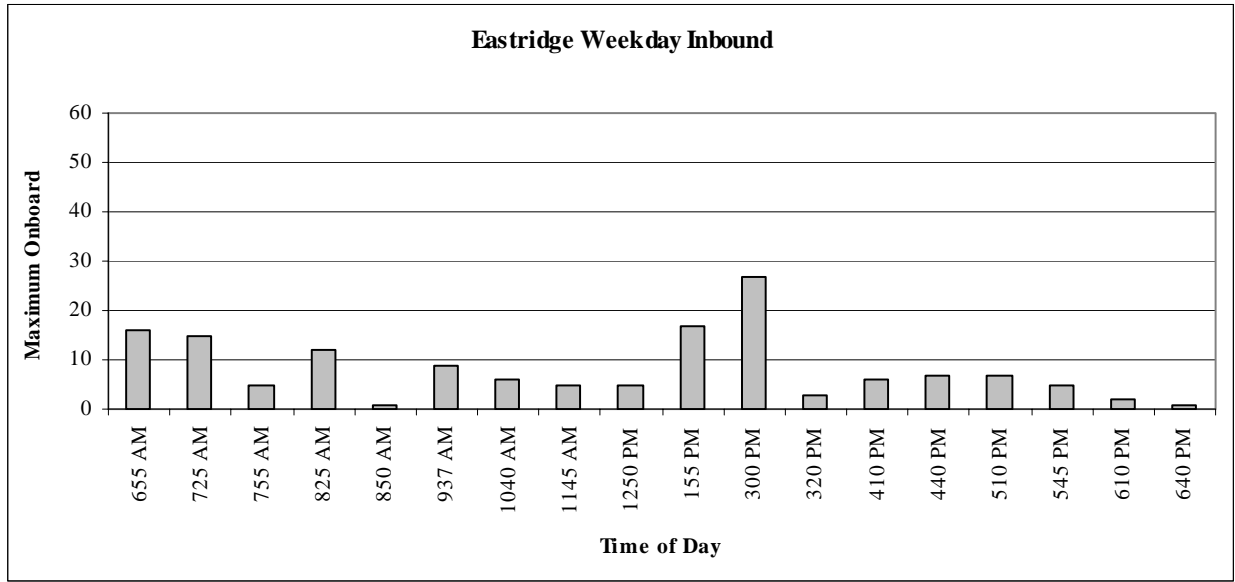


Figure 6-83: Route 15 Weekday Outbound Maximum Load by Time of Day

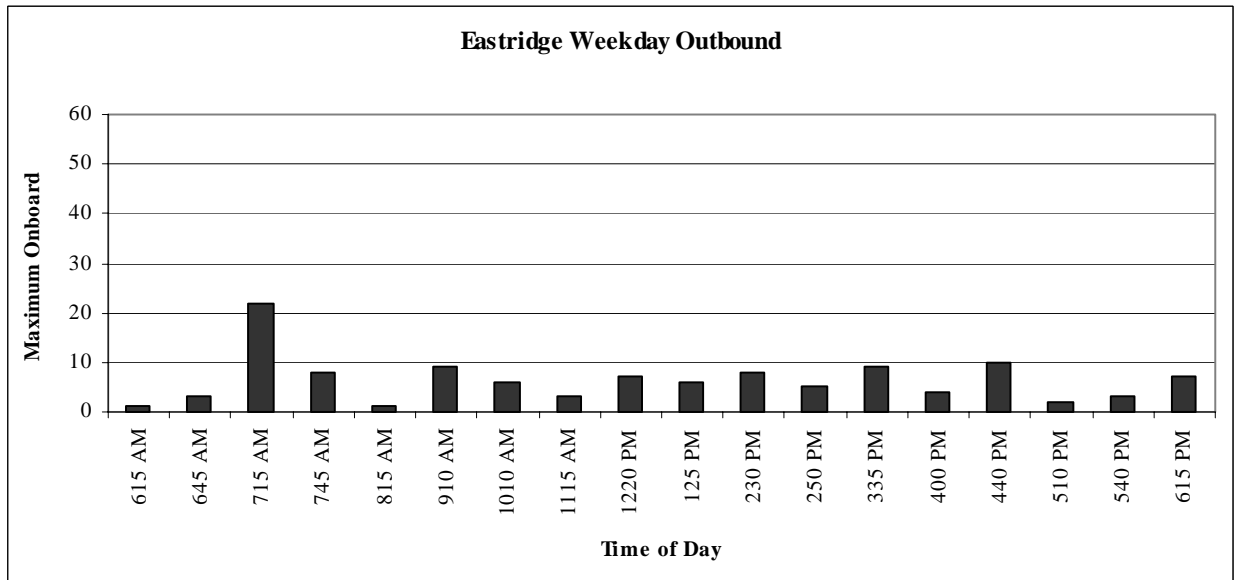
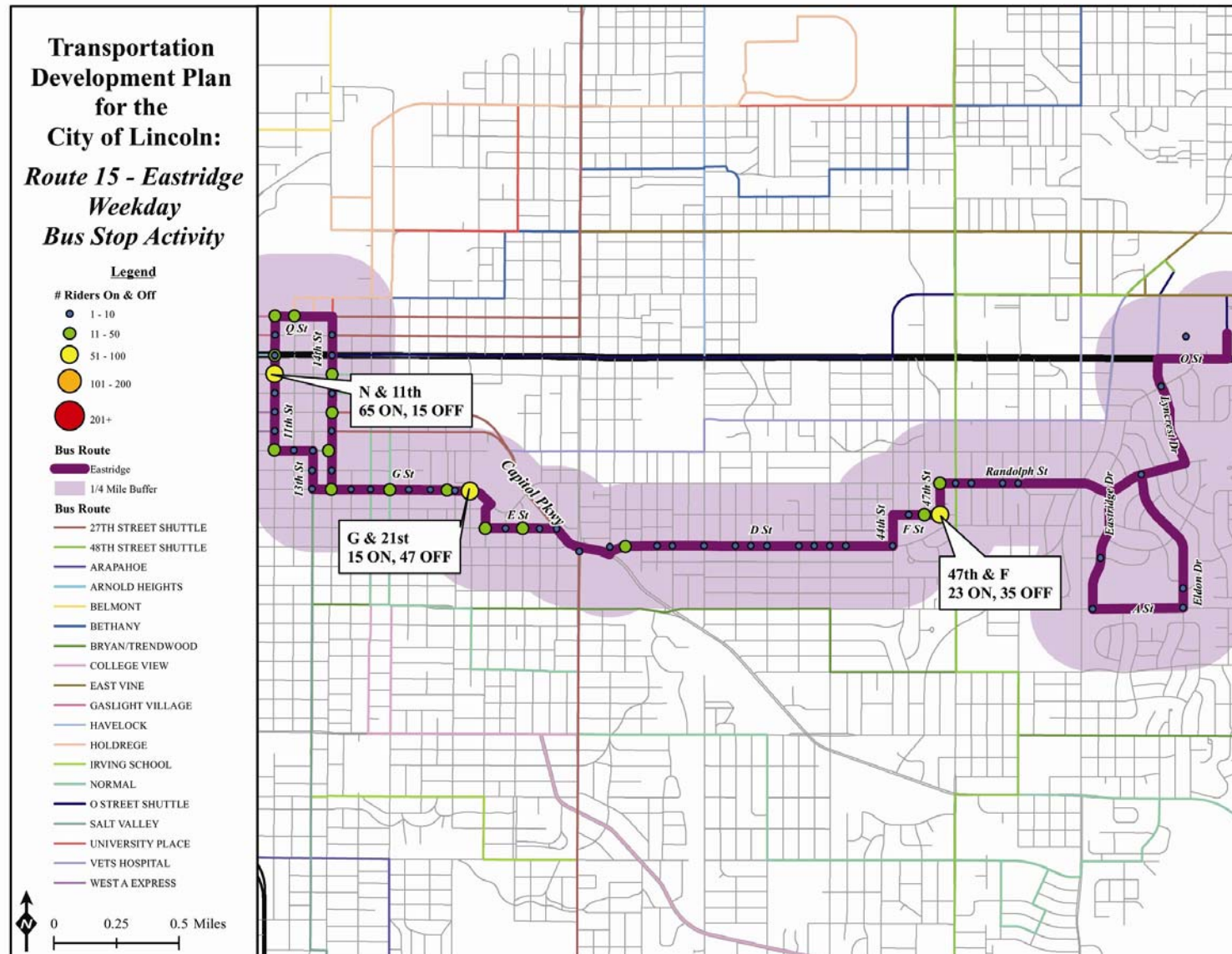


Figure 6-84 maps the locations of bus stop activity for Route 15. Ridership is pretty low throughout the route, with the exception of a number of high activity bus stops. Ridership is highest at the bus stops located at the following locations: the downtown area, near Lefler Middle School, and at the intersection of G Street and 21st Street.

Figure 6-84: Route 15 Weekday Bus Stop Activity



Route 16 Irving

Route 16 ranks 15th out of the 20 regular routes. Route 16 provides service between downtown Lincoln and neighborhoods in the southeast portion of the city. It serves Bryan LGH West, Irving Middle School, Pound Middle School, and Everett School. A possible reason that this route ranks 15th is because of its proximity to neighboring routes. Table 6-35 lists Route 16's performance statistics.

Table 6-35: Route 16 Weekday Performance Indicators

<i>Route 16 Irving</i>	
Factor/Indicator	Weekday
Ridership	284
Revenue Hours	21
Revenue Miles	320
Operating Speed (MPH)	15.0
Operating Cost	\$1,326.14
Farebox Revenue	\$173.24
Passengers per Mile	0.89
Passenger per Hour	13.26
Cost per Mile	\$4.14
Cost per Passenger	\$4.67
Farebox Recovery	13%
Cumulative Rank Score	30
Rank	15

Figures 6-85 and 6-86 describe ridership by time of day on Route 16. Boardings are highest during the AM peak in the inbound direction and the PM peak in the outbound direction. Ridership is relatively consistent throughout the day, especially in the outbound direction.

Figure 6-85: Route 16 Weekday Inbound Ridership by Time of Day

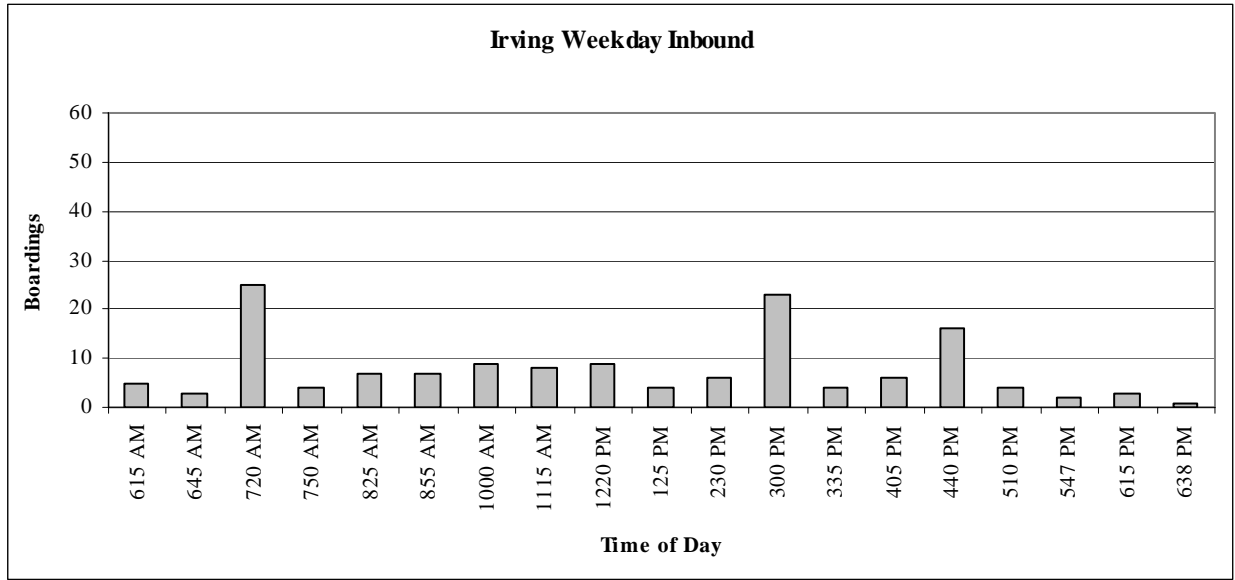
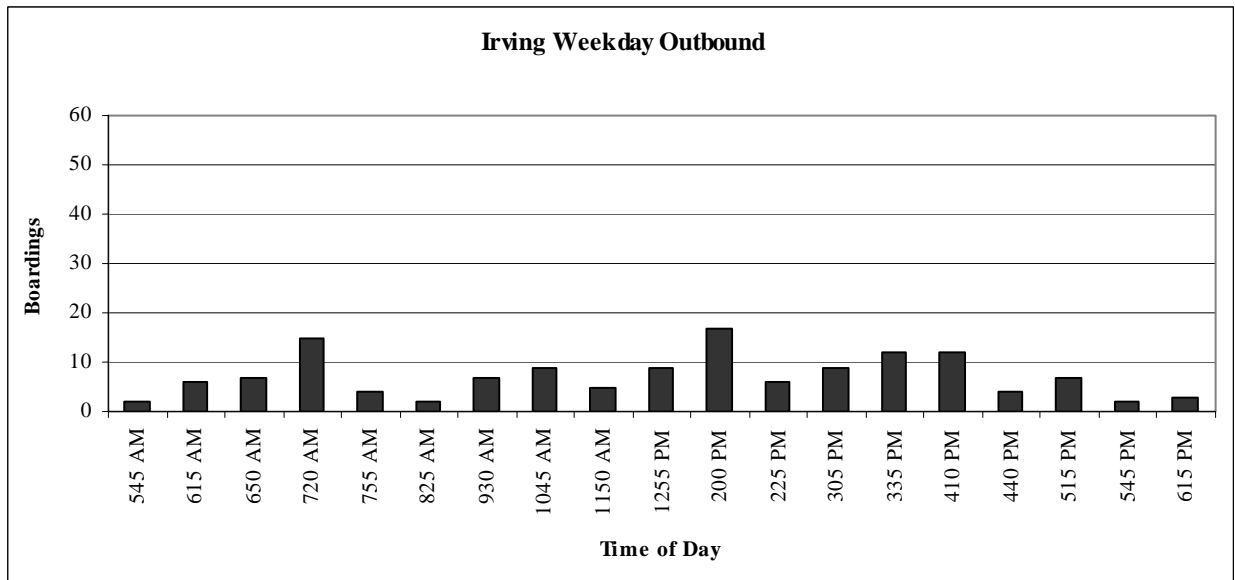


Figure 6-86: Route 16 Weekday Outbound Ridership by Time of Day



Figures 6-87 and 6-88 are charts of maximum load by time of day for Route 16. These charts show the same thing as the boarding charts show, that loads are heavier during the peak commuting periods.

Figure 6-87: Route 16 Weekday Inbound Maximum Load by Time of Day

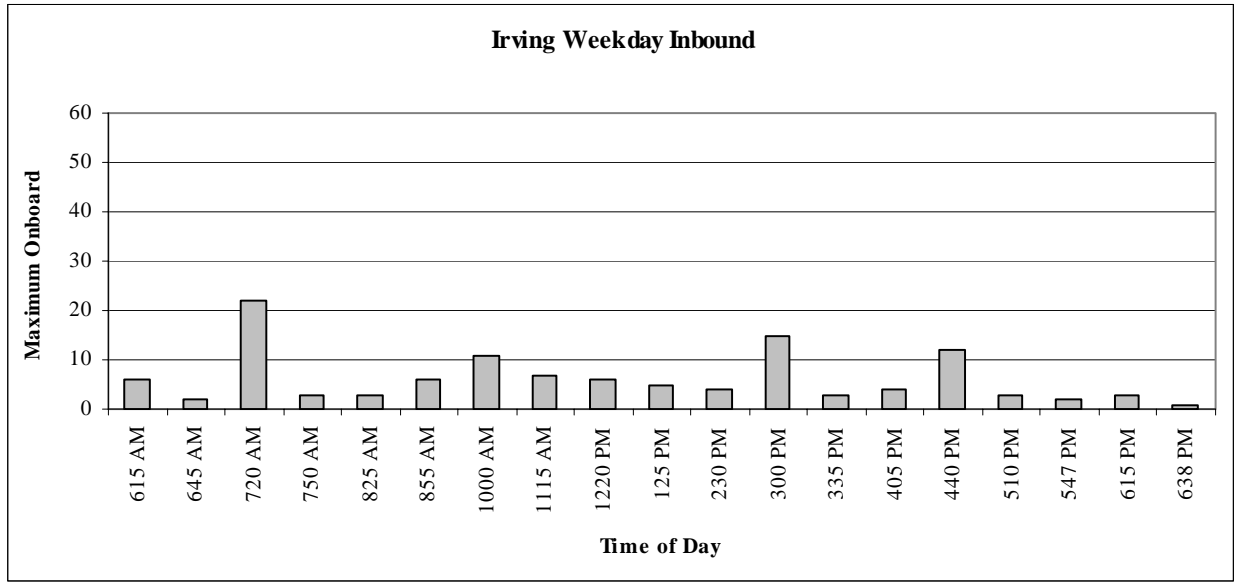


Figure 6-88: Route 16 Weekday Outbound Maximum Load by Time of Day

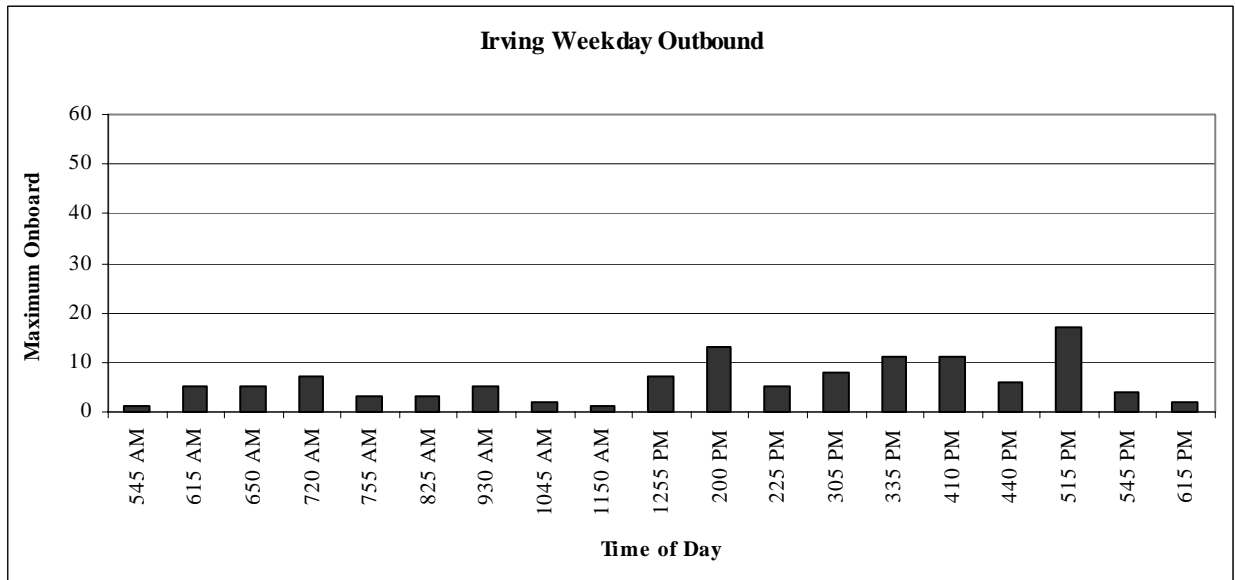
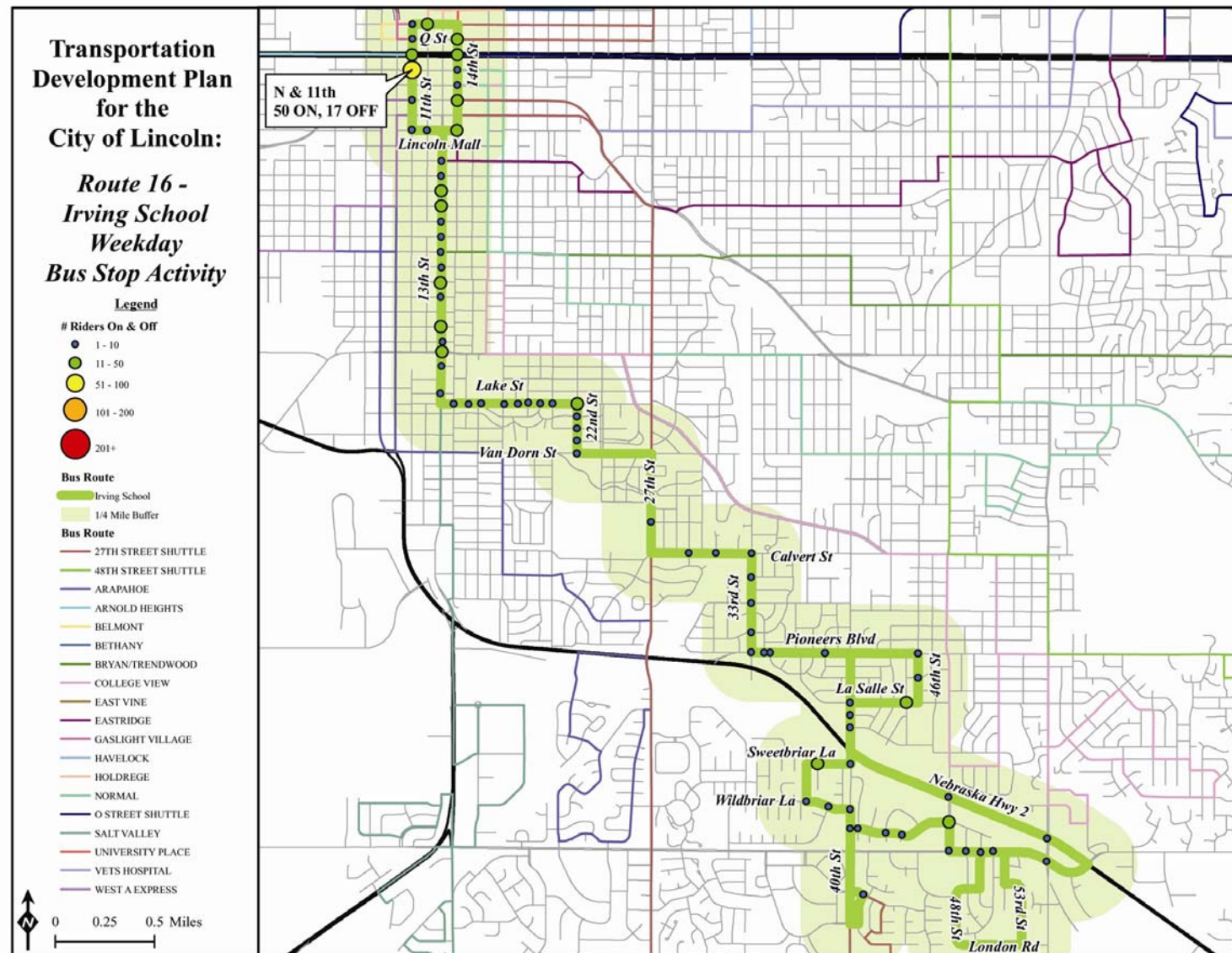


Figure 6-89 is a map of weekday bus stop activity for Route 16. There is a lot boarding and alighting activity between downtown Lincoln and Van Dorn Street. Beyond 22nd and Van Dorn Street, boarding and alighting activity is very light. The stop location with the highest amount of activity is located at N & 11th in downtown. Other major stops are located near Bryan LGH West, Pound Middle School, the senior housing complex on 48th Street, and along Sweetbriar Lane.

Figure 6-89: Route 16 Weekday Bus Stop Activity



Route 17x West “A” Express

Route 17x is ranked 14th out of 20 routes. Route 17x provides service between Downtown Lincoln and neighborhoods in the western part of the city. It provides service to Park Middle School. A reason that this route is ranked 14th is because it has a very limited schedule. This route also serves an area that has no major transit generators. Table 6-36 describes the performance statistics of Route 17x.

Table 6-36: Route 17x Weekday Performance Indicators

<i>Route 17x West “A” Express</i>	
Factor/Indicator	Weekday
Ridership	54
Revenue Hours	5
Revenue Miles	52
Operating Speed (MPH)	11.4
Operating Cost	\$278.73
Farebox Revenue	\$32.94
Passengers per Mile	1.05
Passenger per Hour	12.00
Cost per Mile	\$5.41
Cost per Passenger	\$5.16
Farebox Recovery	12%
Cumulative Rank Score	28
Rank	14

Figures 6-90 and 6-91 chart ridership by time of day for Route 17x. Ridership peaks on the midday trips in each direction. Ridership is low and service is infrequent throughout the entire day, especially the trips that are not during the midday.

Figure 6-90: Route 17x Weekday Inbound Ridership by Time of Day

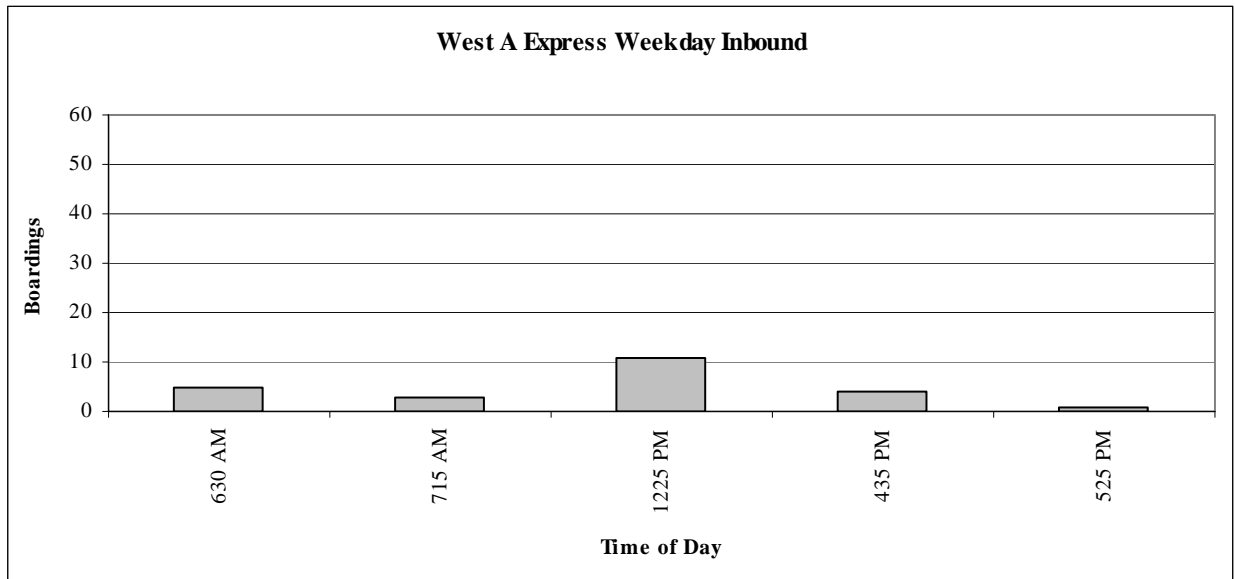
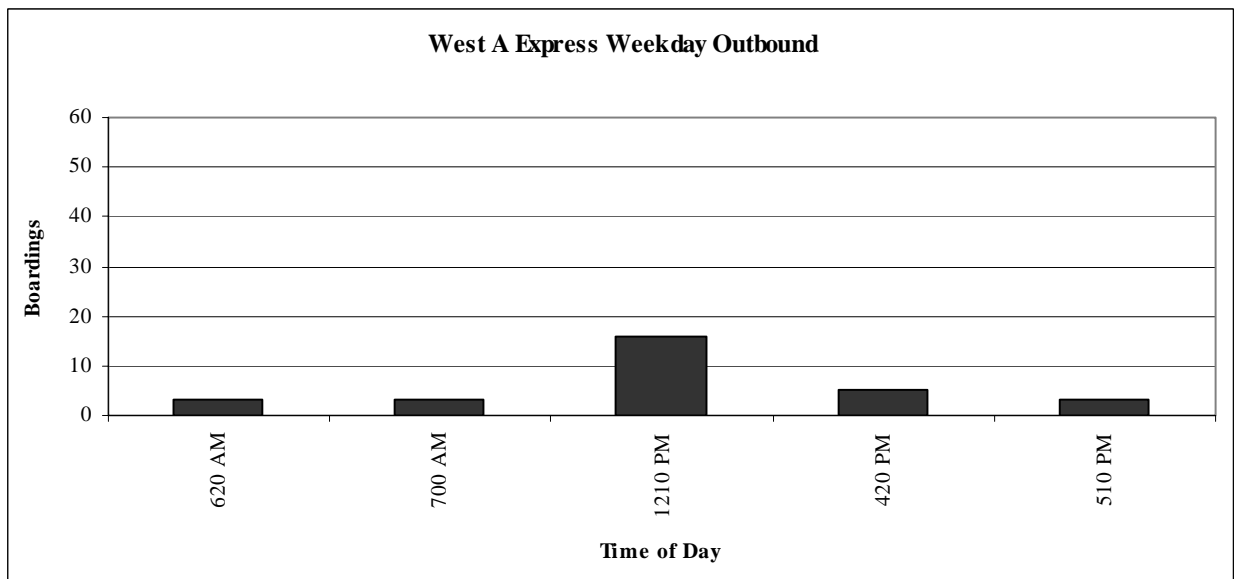


Figure 6-91: Route 17x Weekday Outbound Ridership by Time of Day



Figures 6-92 and 6-93 are charts of the maximum number of people onboard by run for weekdays. As with ridership totals, the largest loads occur on the midday trips, with very low loads on all other trips, and plenty of capacity during all trips.

Figure 6-92: Route 17x Weekday Inbound Maximum Load by Time of Day

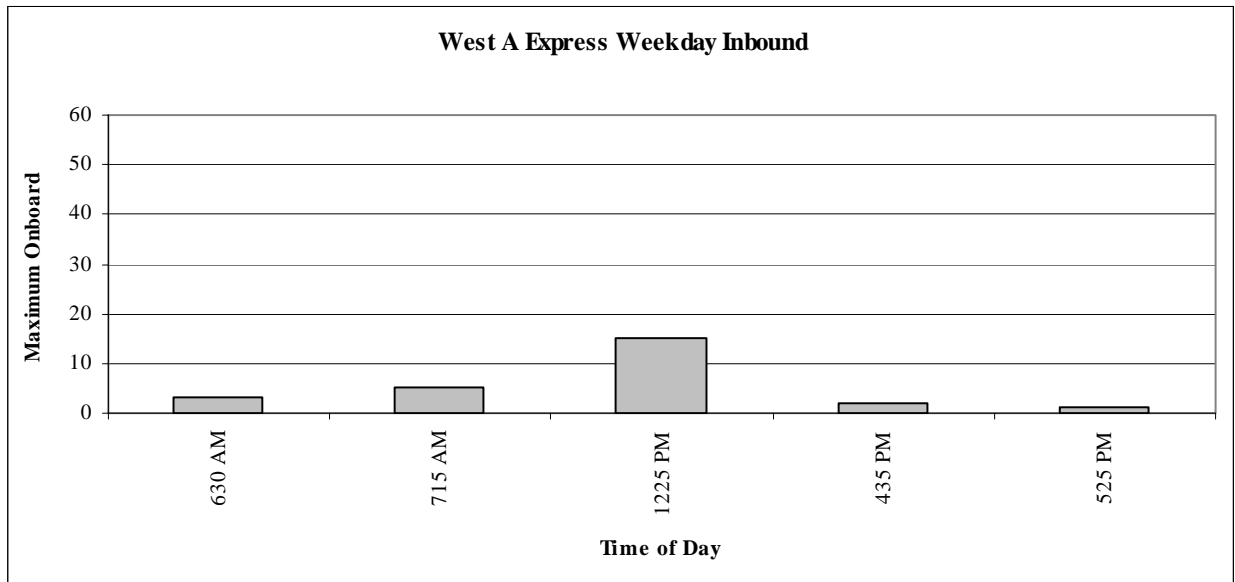


Figure 6-93: Route 17x Weekday Outbound Maximum Load by Time of Day

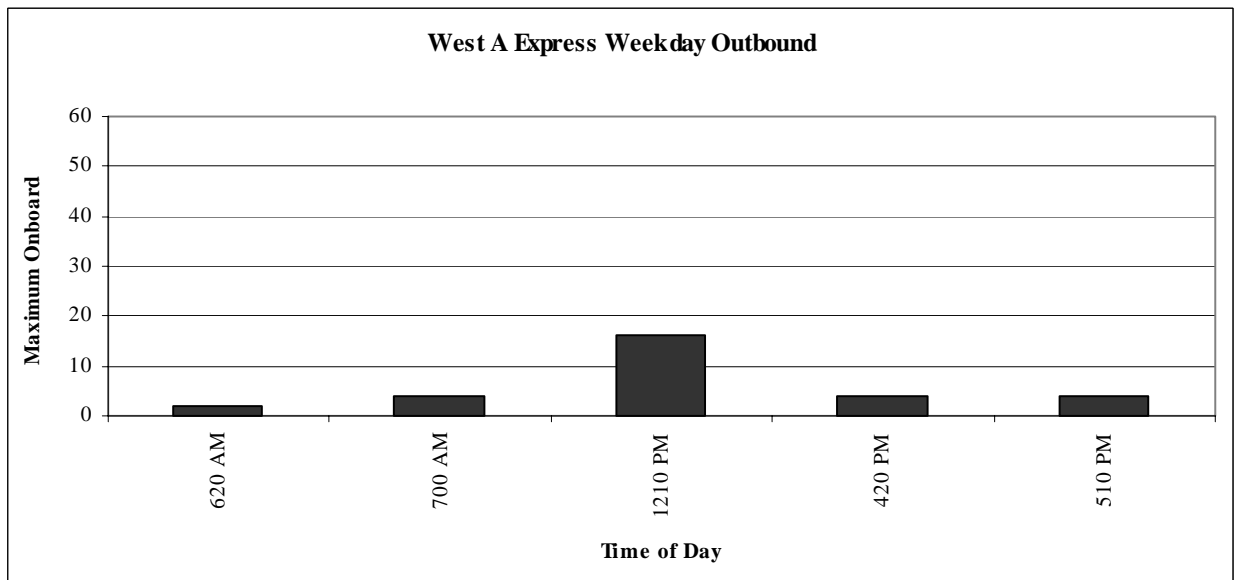


Figure 6-94 maps bus stop activity for Route 17x. Ridership is very low throughout the entire route. The stop with the highest amount of activity is located at O and 11th in downtown, and even it has less than 25 boardings and alightings on the average weekday. There are no specific locations that generate significant ridership outside of downtown.

Figure 6-94: Route 17x Weekday Bus Stop Activity

